

has been spent so that while it will all contribute to the beauty of that ephemeral wonder city by the Golden Gate, it will survive the closing of the Exposition and remain as a permanent part of the San Francisco that is to be.

The Grand Trunk System's pavilion is situated in a prominent position in the railway plaza at the northeast corner of the grounds of the Exposition directly opposite the mammoth machinery palace, adjacent to the passenger ferry slips and overlooking San Francisco Bay. The design is simple in outline and Spanish Renaissance in character, making a handsome and ornate structure.

The Grand Trunk is also celebrating at this Exposition the completion of the New Transcontinental line across Canada from Halifax to Prince Rupert; a work which in magnitude, daring and enterprise compares more than favorably with the Panama Canal.

San Diego is a city of 90,000 people. It has preserved more than any other city in the United States the flavor of ancient days. Its wonderful climate, its sunshiny days and gentle breezes, the warm waters of its bay and ocean, combine to make of it one of the most interesting places in America.

It is the first city on the Pacific Coast north of the Panama Canal, and its history is older than that of any other place on the Pacific Coast of the United States and Canada. It was there that Juan Rodriguez landed.

Three years ago it began to build the Panama-California Exposition to celebrate the opening of the Panama Canal. This exposition is now completed. Buildings are of the Spanish Colonial type of architecture. The old missions live again in these buildings. Each one is a copy of some famous structure in Spain, Central America or Mexico. These buildings are set in a tropical landscape such as has never been seen at any exposition. The site is on a high level plateau in the centre of the city in Balboa Park, from which a view of mountain and sea may be obtained any day in the year. The purple peaks of old Mexico frame the landscape on one side and the blue sea bounds it on the other.

It is the only city in the world where the isothermal lines cross, which means that the thermometer varies less than at any other place in the world, winter and summer. This makes it possible to hold the Exposition open the entire year 1915, which is the intention of the San Diego Exposition managers.



In the Botanical Gardens from the East exedra, Panama-California Exposition, San Diego, Cal.

ROUND TRIP FARES

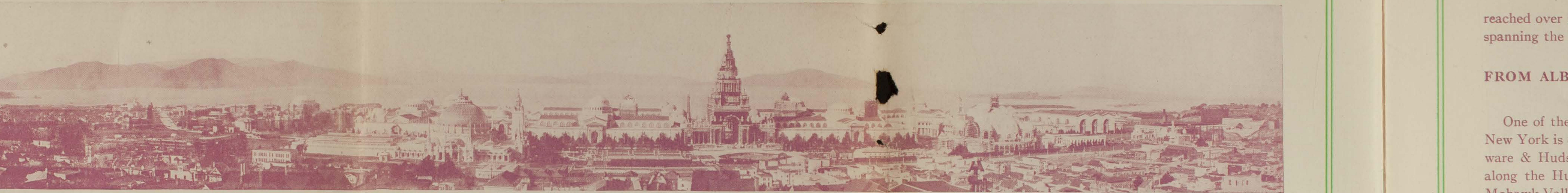
FROM	TO San Francisco, Los Angeles, San Diego, Cal. (Via Chicago). Going via any direct route, returning via same or any other direct route	TO San Francis- co, Cal. Via Port- land, Ore., Seattle, Wash., or Victoria, B.C., in one direction	TO San Francis- co, Cal. Via Prince Rupert, in one direction	FROM	TO San Francisco, Los Angeles, San Diego, Cal. (Via Chicago). Going via any direct route, returning via same or any other direct route	TO San Francis- co, Cal. Via Port- land, Ore., Seattle, Wash., or Victoria, B.C., in one direction	TO San Francis- co, Cal. Via Prince Rupert, in one direction
Barrie.....Ont.	\$ 86.30	\$ 97.30	\$107.30	Ogdensburg...N.Y.	\$ 94.30	\$109.90	\$119.90
Battle Creek.."	69.10	86.60	96.60	Orillia.....Ont.	87.60	97.30	107.30
Bay City....."	73.90	91.40	101.40	Ottawa.....			
Belleville....."	90.70	104.10	114.10	<i>Via Scotia Jct.</i>	96.70	110.40	120.40
Berlin.....N.H.	101.50	119.00	129.00	<i>Via Coteau Jct.</i>	98.60	112.30	122.30
Berlin.....Ont.	81.60	97.30	107.30	Owen Sound..Ont.	87.40	102.60	112.60
Boston.....Mass.	98.20	115.70	125.70	Owosso.....Mich.	72.15	89.65	99.65
Brantford....Ont.	81.60	97.30	107.30	Palmerston...Ont.	83.30	99.60	109.60
Bridgeburg...."	81.60	99.10	109.10	Parry Sound.."	92.00	97.30	107.30
Brockville...."	94.80	109.80	119.80	Pembroke.....			
Buffalo.....N.Y.	81.10	98.60	108.60	<i>Via Scotia Jct.</i>	98.00	105.70	115.70
Chatham.....Ont.				Penetang....."	88.20	99.60	109.60
<i>Via Detroit</i>	76.80	a94.30	a104.30	Peterboro....."	88.50	101.10	111.10
<i>Via Toronto</i>		b97.30		Philadelphia...Pa.	92.95	110.45	120.45
Cobourg.....Ont.	88.10	101.50	111.50	Pontiac.....Mich.	73.50	91.00	101.00
Collingwood..."	87.10	98.70		Port Hope....Ont.	87.70	101.10	111.10
Cornwall...."	96.70	110.40		Port Huron...Mich.	75.50	93.00	103.00
Detroit.....Mich.	73.50	91.00	101.00	Portland....Me.	103.60	121.10	131.10
Flint....."	72.80	90.30	100.30	Prescott.....Ont.	94.80	110.40	120.40
Goderich....Ont.				Quebec.....Que.	107.00	124.30	134.30
<i>Via Port Huron</i> ..	82.00	a99.50	a109.50	Renfrew.....Ont.			
<i>Via Toronto</i>		b99.50		<i>Via Scotia Jct.</i>	96.70	107.10	117.10
Gorham.....N.H.	101.50	119.00	129.00	Richmond....Que.	101.10	118.60	128.60
Guelph.....Ont.	82.40	97.30	107.30	Rockland....Ont.			
Hamilton...."	81.60	97.30	107.30	<i>Via Coteau Jct.</i>	98.60	112.30	122.30
Hawkesbury...."				<i>Via Scotia Jct.</i>	98.10	111.80	121.80
<i>Via Scotia Jct.</i>	99.20	113.60	123.60	Saginaw.....Mich.	73.40	90.90	100.90
<i>Via Coteau Jct.</i>	99.20	113.60	123.60	Sarnia Tunnel...Ont.			
Huntingdon....Que.				<i>Via Chicago</i>	76.30	a93.80	a103.80
<i>Via Coteau Jct.</i>	98.70	114.90	124.90	<i>Via Toronto</i>		b97.30	
<i>Via Montreal</i>	98.70	115.30	125.30	Sherbrooke....Que.	101.10	118.60	128.60
Ionia.....Mich.	72.15	89.65	99.65	Simcoe.....Ont.	81.60	97.30	107.30
Island Pond...Vt.	100.60	100.60	118.10	Southampton..."	86.80	103.10	113.10
Kincardine....Ont.				South Bend...Ind.	66.50	84.00	94.00
<i>Via Port Huron</i> ..	84.30	a101.80	a111.80	Stratford....Ont.	81.00	97.30	107.30
<i>Via Toronto</i>		b102.30		St. Catharines..."	81.60	99.10	109.10
Kingston....Ont.	93.70	107.10	117.10	St. Hyacinthe.Que.	100.20	116.90	126.90
Lansing....Mich.	70.85	88.35	98.35	St. Johns...."	98.70	116.20	126.20
Lewiston....Me.	103.60	121.10	131.10	St. Thomas...Ont.	80.30	97.30	107.30
Lindsay....Ont.	88.00	99.70	109.70	Suspension			
Listowel...."	82.70	99.00	109.00	Bridge....N.Y.	81.10	98.60	108.60
<i>do via Palmerston</i>	83.30	99.60	109.60	Tillsonburg...Ont.	81.60	97.30	107.30
London....Ont.	79.80	97.30	107.30	Toronto....."	83.90	97.30	107.30
Meaford...."	88.30	100.00	110.00	Trenton....."	90.00	103.40	113.40
Midland...."	88.60	98.30	108.30	Wiarton...."	87.40	103.30	113.30
Montreal....Que.	98.70	114.50	124.50	Windsor....."			
Mt. Clemens...Mich.	74.40	91.90	101.90	<i>Via Chicago</i>	74.20	a91.70	a101.70
Napanee....Ont.	92.00	105.40	115.40	<i>Via Toronto</i>		b97.30	
New York....N.Y.	94.30	111.80	121.80	Wingham....Ont.	82.60	100.10	110.10
Niagara Falls...Ont.	81.60	99.10	109.10	Woodstock...."	81.40	97.30	107.30
North Bay...."	96.00	97.30	107.30				

a—Fares apply only for a journey going and returning via Detroit or Chicago.

b—Fares apply one direction via Chicago, the other direction via Port Arthur.

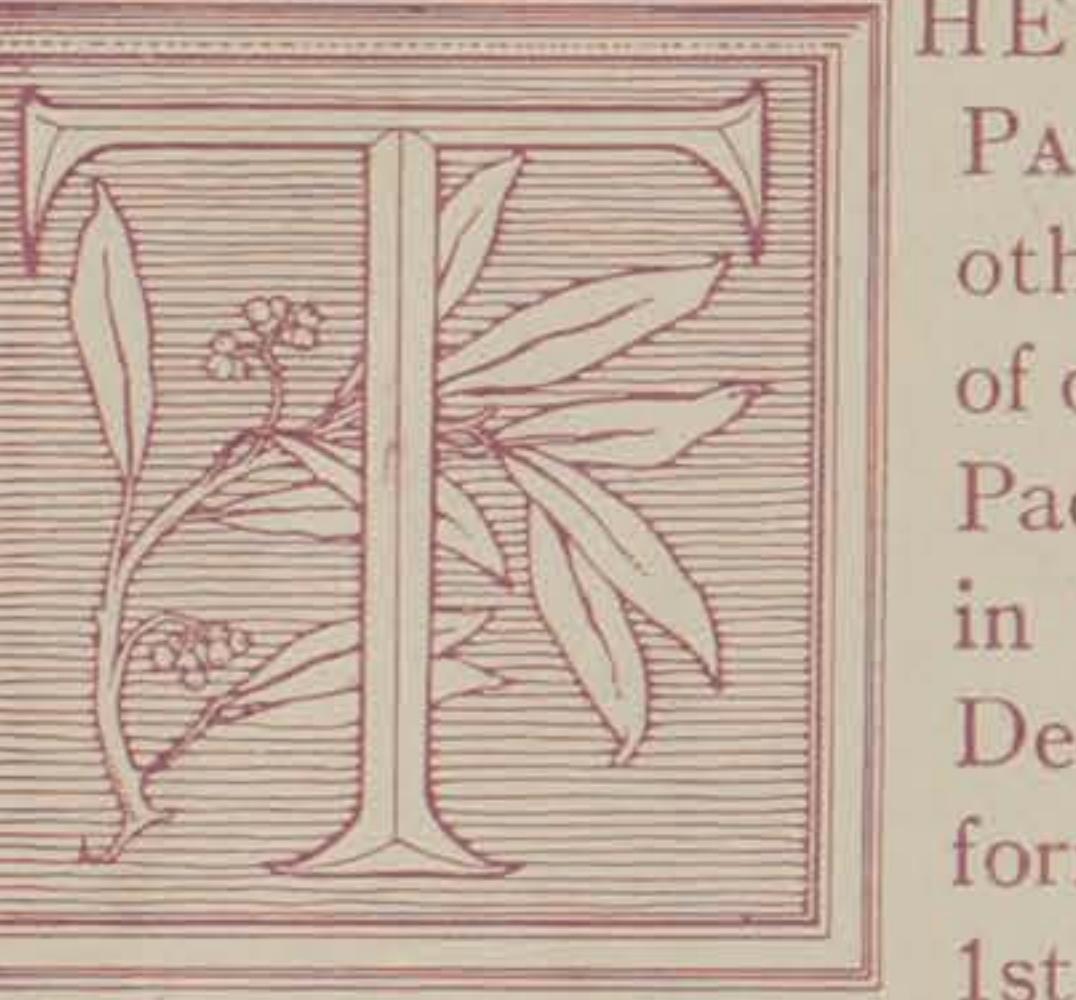
Note—Validation fee of fifty cents will be collected on each ticket sold at stations in the United States by Joint Agent at destination. This fee is included in fares named herein from stations in Canada and no charge will be made at destination for validating such tickets.

Fares via Prince Rupert include meals and berth en route between Prince Rupert, Victoria, Vancouver or Seattle.



The Panama-Pacific International Exposition, San Francisco, February 20th to December 4th, 1915

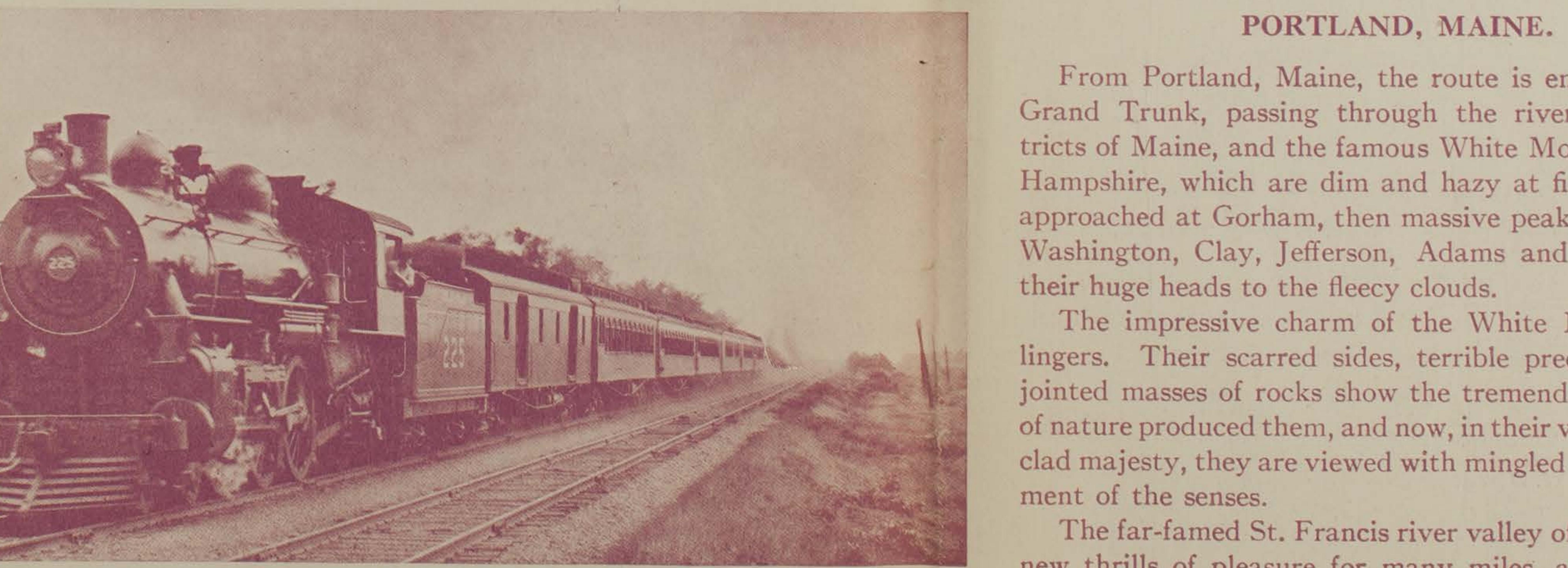
CALIFORNIA EXPOSITIONS, 1915



THE GRAND TRUNK and GRAND TRUNK PACIFIC RAILWAYS with their steamship and other connections offer the traveller a choice of delightful routes to and from the Panama-Pacific International Exposition, to be held in San Francisco, from February 20th, to December 4th, 1915, and the Panama-California Exposition in San Diego from January 1st, to December 31st, 1915.

Their lines stretch from the Atlantic seaboard to the Pacific Ocean through some of the most picturesque river, lake and mountain regions in the world. In taking your round-trip ticket you should travel at least one way through Canada, and behold the scenic wonders of the territory opened up by the newest and most modern of Transcontinental Railways. You will journey over what has been justly described as the best new railway ever constructed, in the handsomest of trains, on a roadbed restful alike to nerve and body.

On the Grand Trunk Railway the latest type of Sleeping Cars are used, while the Dining Car Service is already advertised best by those who know of its excellence by travelling once or more over the line. The Grand Trunk Pacific owns and operates its own Sleeping and Dining Cars and this electric lighted equipment is among the most luxurious ever put in operation. The Grand Trunk and Grand Trunk Pacific are lines of superior service. They offer the ideal ways to or from the Pacific Coast and California, the routes with discomfort eliminated threading a land abounding in big things—great lakes, majestic mountains, dark forests, deep canyons, mighty rivers and fertile valleys and plains.



Grand Trunk Standard Passenger Train

ROUTE No. 1—TO THE EXPOSITIONS VIA MONTREAL, NIAGARA FALLS AND CHICAGO

nating with the charming landscape adorned with the handsome rural homes and estates for which this section is noted, then through Vermont with its picturesque streams and the Green Mountains which are crossed, in almost constant contact or view, where thousands find their summer homes in comfort, remote from the rush and heat of the eastern and southern cities.

The Valley of the Winooski River is very beautiful.

From Montreal, Boston, Portland and New York through trains run over the Grand Trunk double track route to Chicago, traversing a territory rich in scenic beauty and filled with historic interest.

BOSTON AND NEW ENGLAND.

From Boston and New England the through route over the Boston and Maine and Grand Trunk, via Montreal, passes through the manufacturing cities of Massachusetts and New Hampshire, alter-

Passing along the Richelieu River Valley, the St. Lawrence is crossed, at Montreal, over the famous Victoria Jubilee bridge, one of the greatest structures of the kind in America.

PORTLAND, MAINE.

From Portland, Maine, the route is entirely over the Grand Trunk, passing through the river and lake districts of Maine, and the famous White Mountains of New Hampshire, which are dim and hazy at first, as they are approached at Gorham, then massive peaks loom up and Washington, Clay, Jefferson, Adams and Madison raise their huge heads to the fleecy clouds.

The impressive charm of the White Mountains ever lingers. Their scarred sides, terrible precipices and disjointed masses of rocks show the tremendous convulsions of nature produced them, and now, in their verdure and tree-clad majesty, they are viewed with mingled awe and ravishment of the senses.

The far-famed St. Francis river valley of Quebec affords new thrills of pleasure for many miles, and Montreal is

reached over the famous Victoria Jubilee bridge spanning the River St. Lawrence.

FROM ALBANY AND NEW YORK, VIA MONTREAL.

One of the interesting routes available from New York is over the New York Central, Delaware & Hudson and Grand Trunk Railroads, along the Hudson, and via Albany, Troy, the Mohawk Valley, Lake George, Lake Champlain and the Richelieu Valley to Montreal, thence over the Grand Trunk double track route to Chicago.

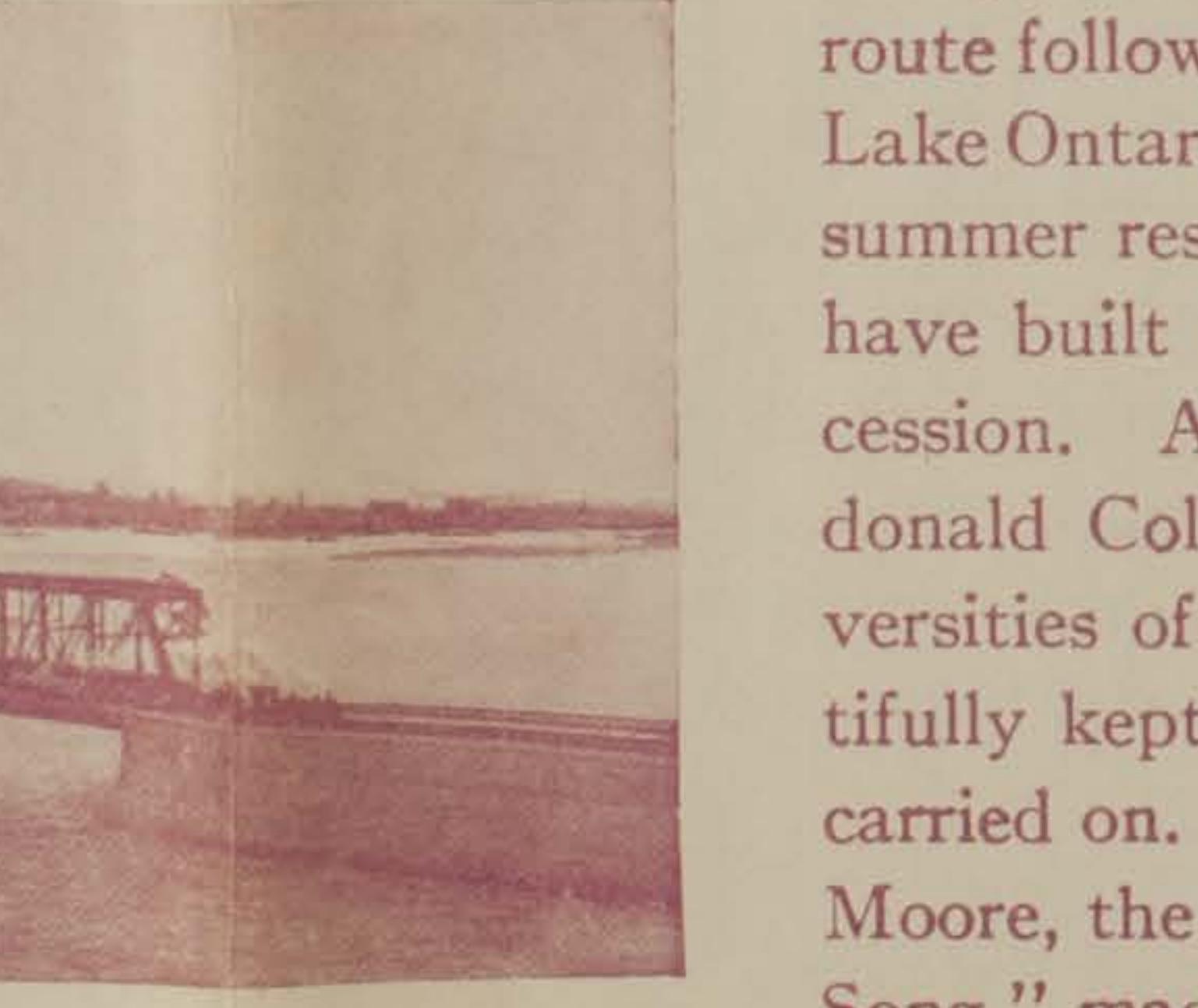
WESTWARD FROM MONTREAL.

Montreal, with its population of 650,000, is the metropolis of Canada. A sojourn in its confines will repay the lover of nature or history. Montreal has always been interesting from its early days of strife, of which not a few landmarks still remain to mark a tragic spot, or commemorate a valiant deed, to the present day attractiveness of a modern city. Montreal's pretty squares, handsome commercial and public buildings, beautiful churches and magnificent Mount Royal Park add much to the interest of a visit.

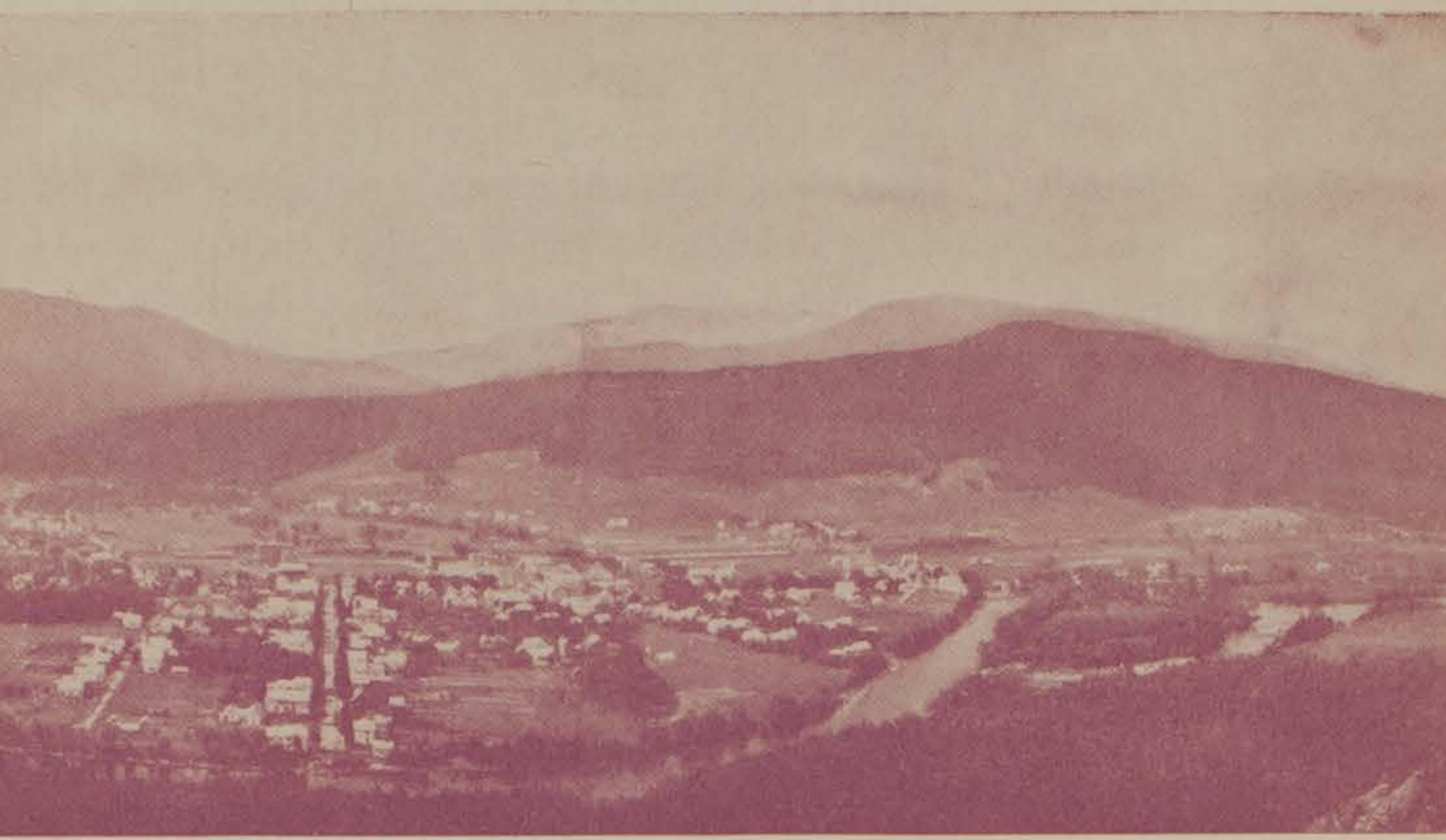
The old walled city of Quebec, reached conveniently from Montreal, over the Grand Trunk, is another city replete with historicity. Ottawa, the Capital of the Dominion of Canada, is within easy access, and free side trip is permitted on all through tickets. Indeed historical, romantic and heroic associations are on every hand.

Ottawa's chief glory is her central architectural grouping around which the city has been built up. High upon Parliament Hill that raises its bluff wall of rock sheer from the water's edge, are the Parliament Buildings, whose Gothic beauty has excited the admiration of visitors from every part of the world. Opposite, across the

river that has its source in the northern forests, and flows until they join the vast inland seas, Superior, Huron, Erie and Ontario, whose waters are in turn borne by the broad St. Lawrence to the Atlantic Ocean. Muskoka Lake, Lake of Bays, Algoma and Provincial Park and Timagami are easily reached from this city. To the



Victoria Jubilee Bridge, Montreal

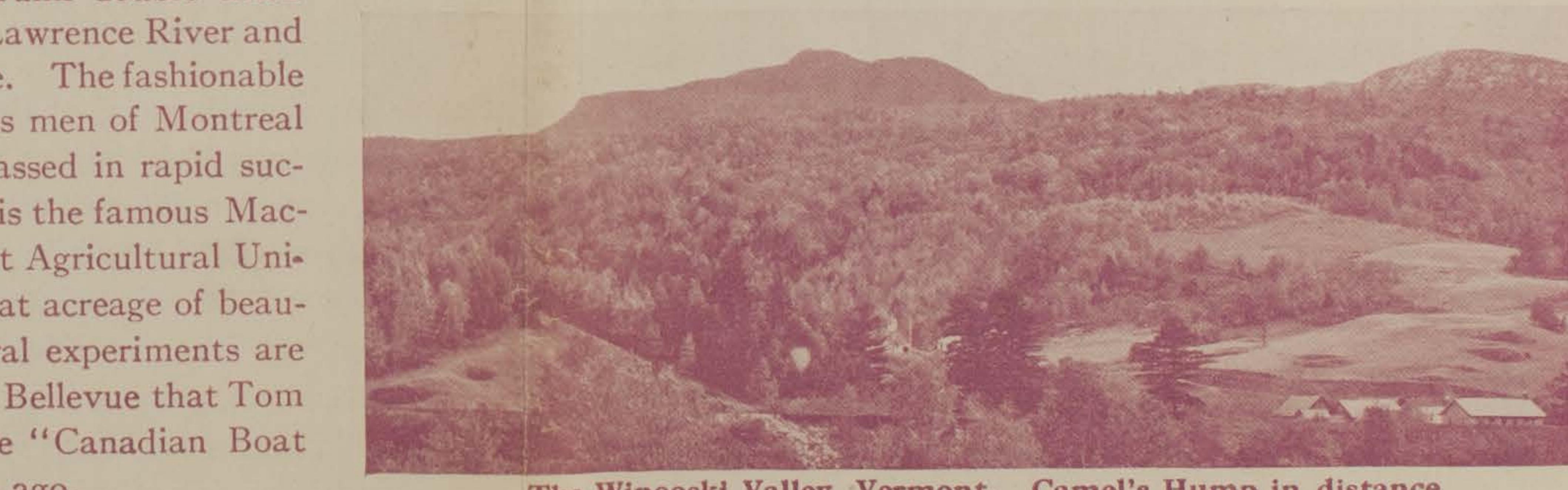


Gorham, N.H. In the heart of the White Mountains

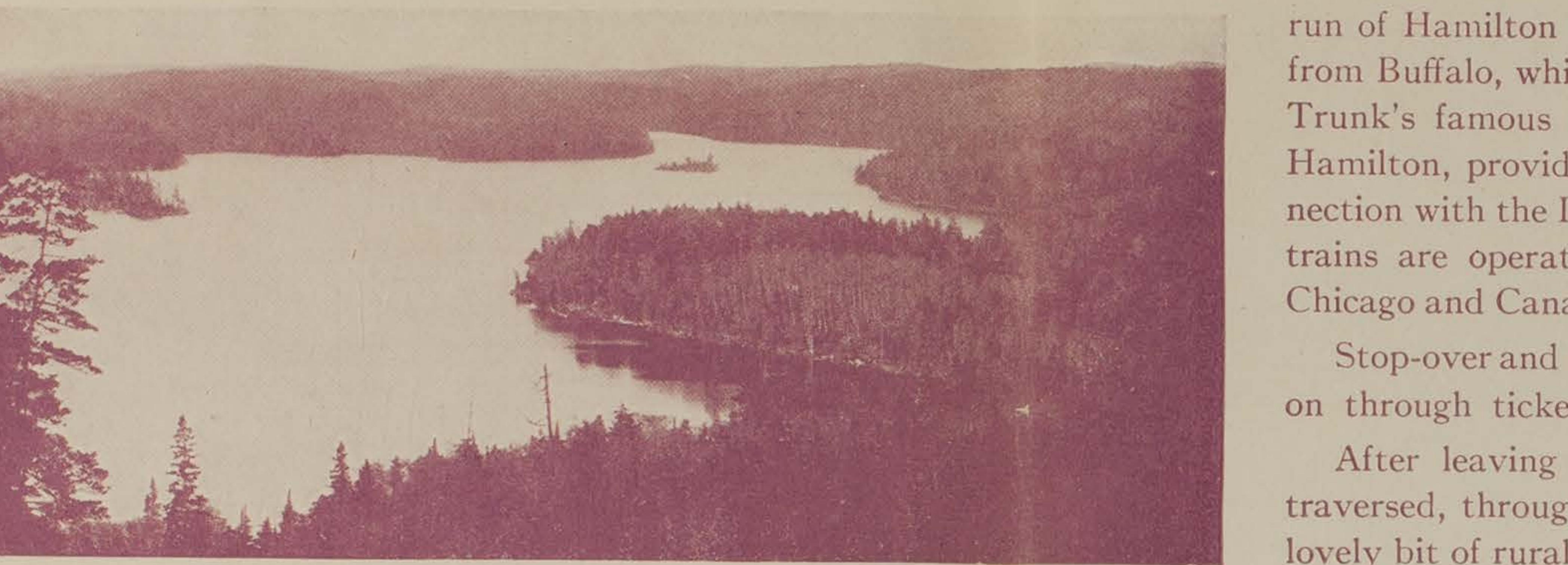
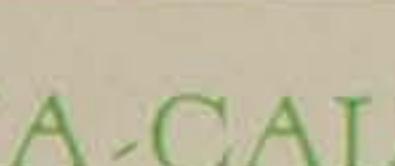
reached over the famous Victoria Jubilee bridge spanning the River St. Lawrence, immediately west of St. Anne, giving a glimpse of its island-studded waters. Well cultivated lands lie on one side of the railway and on the other flows the St. Lawrence, broadening out into wide lakes, then narrowing again to swift running rapids, its crystalline providing fine spots for the angler, canoeist and motor boater. On this journey the train skirts the famous Thousand Islands region, and the entrance to the Rideau district. Forty miles before reaching Toronto, Lake Ontario is skirted, the magnificent sheet of water being sixty miles wide and two hundred miles long.

TORONTO AND "HIGHLANDS OF ONTARIO."

Toronto makes an admirable stop-over point. It is known as the "Queen City" of the Dominion of Canada, and is situated on the north shore of Lake Ontario. With progressive and enterprising ideas, and a beautiful site, Toronto has grown from a small hamlet in 1837, to a city of about 500,000 people. It is the Capital of the Province of Ontario. Its public buildings are substantially erected, and its streets are well paved and always kept in splendid order. Toronto is moreover the diverging point for the far-famed "Highlands of Ontario," the Grand Trunk line leading to all parts of this summer resort district. Round it is a landscape with lakes and rivers that have their source in the northern forests, and flow until they join the vast inland seas, Superior, Huron, Erie and Ontario, whose waters are in turn borne by the broad St. Lawrence to the Atlantic Ocean. Muskoka Lake, Lake of Bays, Algoma and Provincial Park and Timagami are easily reached from this city. To the



The Winooski Valley, Vermont. Camel's Hump in distance



In the Highlands of Ontario

are permitted on Exposition tourist tickets at Toronto and elsewhere to permit side trips to these resorts.

Leaving Toronto for Chicago the double track line of the Grand Trunk takes us again along the side of Lake Ontario, through a veritable garden country, with vineyards and orchards, in blossom in the spring, and laden with fruit in the fall, the scenery being varied with charming water vistas, until Hamilton is reached.

Hamilton, at the present time, is attracting an ever increasing amount of attention from the Canadian and United States manufacturers, as being an ideal site from every standpoint for location of large industrial concerns. It is now known as the Birmingham of Canada.

NIAGARA FALLS.

Niagara Falls, incomparably grand, and undoubtedly the greatest natural wonder on the American Continent, are within one hour's



Montreal, from Mount Royal

run of Hamilton over the Grand Trunk Railway. The line from Buffalo, which crosses the Niagara gorge on the Grand Trunk's famous steel arch bridge, joins the main line at Hamilton, providing not only access to the Falls, but connection with the Lehigh Valley Railway, over which through trains are operated from New York and Philadelphia to Chicago and Canadian traffic centres.

Stop-over and free side trip to Niagara Falls are permitted on through tickets.

After leaving Hamilton a charming bit of Canada is traversed, through what is known as the Dundas Valley, a lovely bit of rural scenery very similar to scenes in England, notably the Matlock Vale in Derbyshire.

Between Hamilton and Sarnia the thriving cities of Brantford, Woodstock, Ingersoll and London are passed. London has a population of upwards of 50,000 and like its prototype is situated on the River Thames.

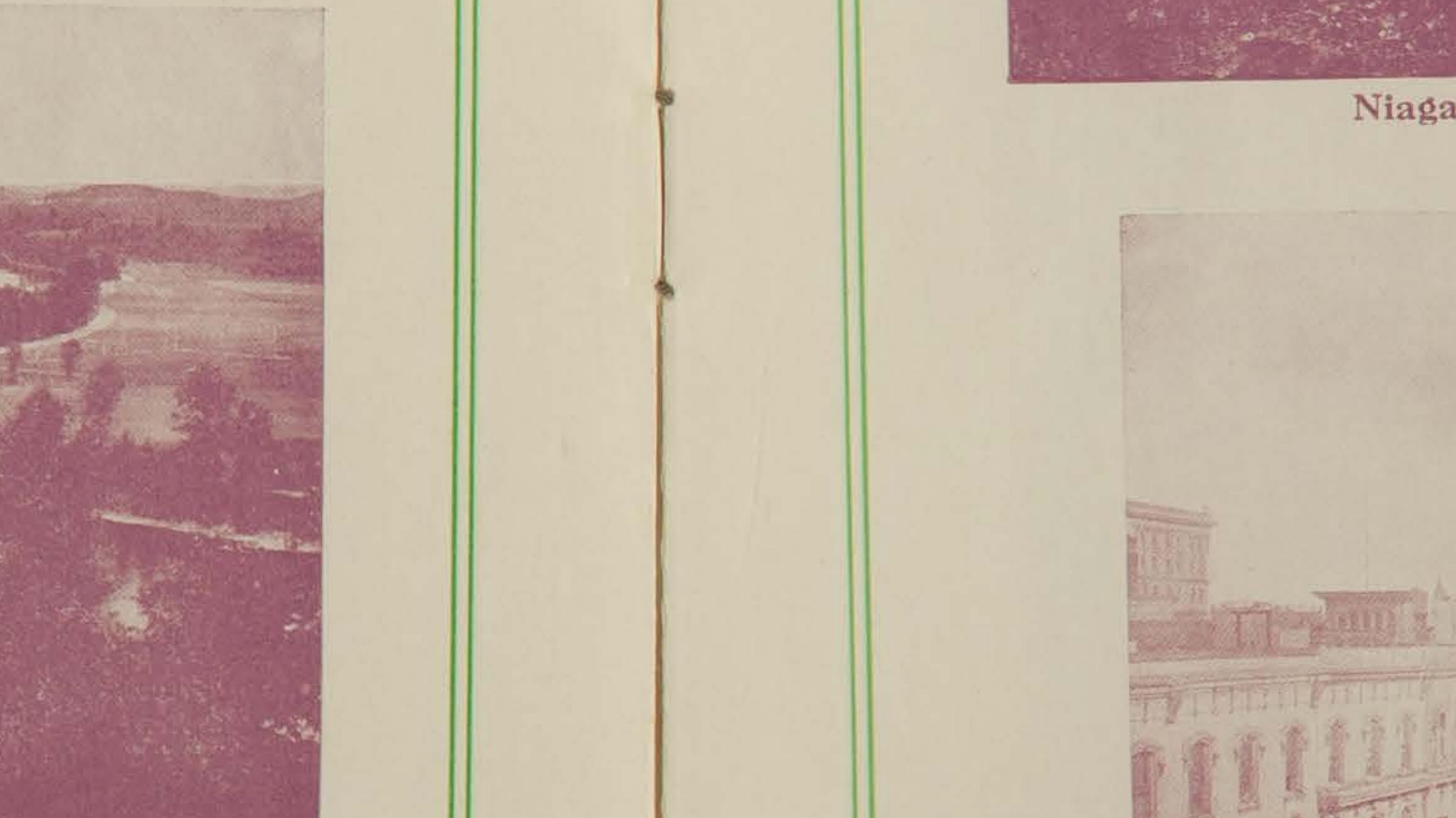
ST. CLAIR TUNNEL.

Sarnia is at the eastern entrance to the famous St. Clair Tunnel, which extends beneath the St. Clair River, connecting Ontario with Michigan. This marvel of engineering skill and enterprise was constructed by the Grand Trunk Railway System at a cost of \$2,700,000. It is one of the longest submarine tunnels in the world, being nearly two miles long. It overcomes the obstacle presented by a navigable stream, alive with commerce during the summer and often blocked with ice in winter, a stream called "America's greatest artery of inland commerce," owing to the fact that the enormous tonnage of the Great Lakes, with their varied shipping interests, passes through this channel. The motive power through the tunnel is electricity, powerful motors performing this service, quickly, smoothly and cleanly, so that all annoyance from foul air and gases is eliminated. The tunnel is brilliantly lighted.

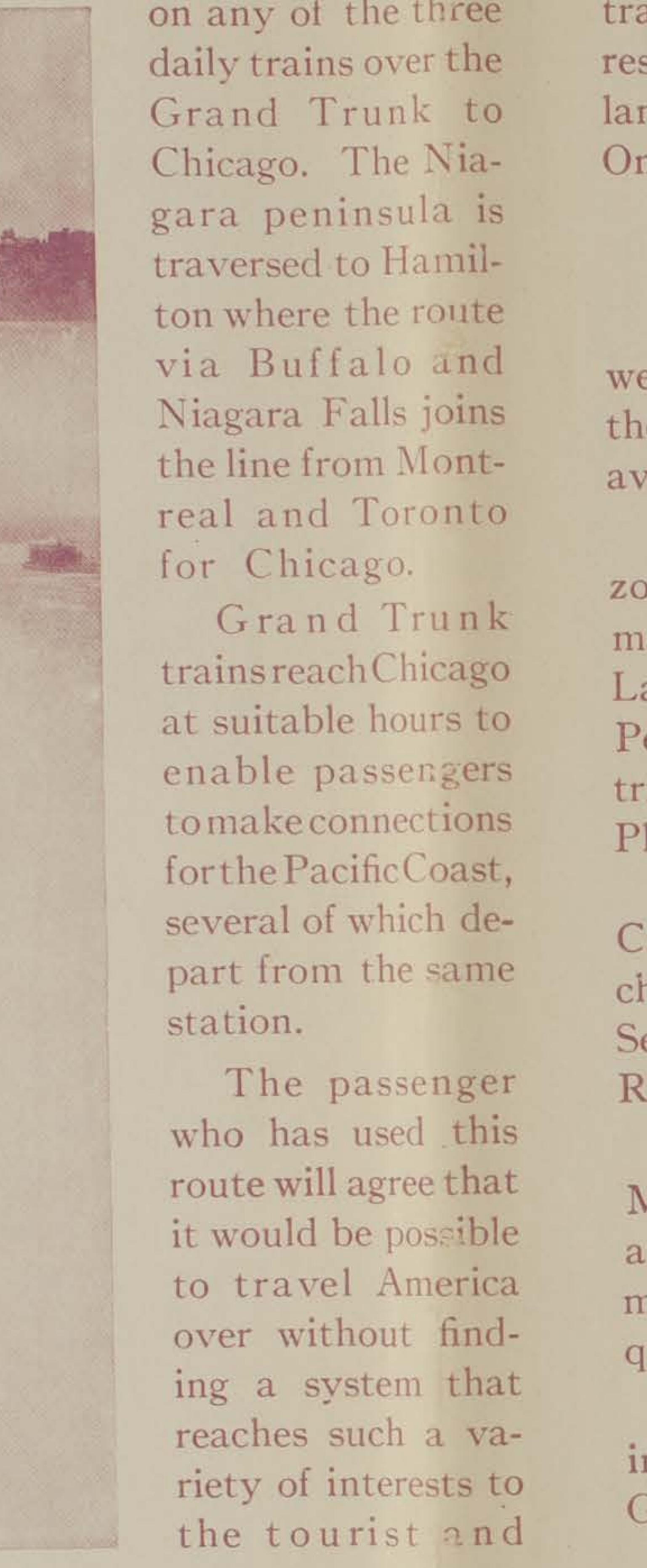
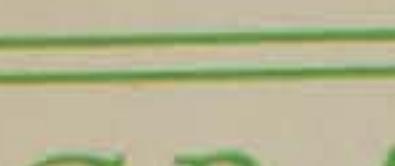
At the other end of the St. Clair Tunnel is Port Huron, Michigan, widely known as "The Tunnel City" on account of its location. From Port Huron to Chicago is a run of three hundred and thirty-four miles, but if desired passengers may travel via Detroit, without extra charge. We journey for about two hundred and forty-five miles through the State of Michigan, passing Lansing (the State Capital) and Battle Creek, across the northwest corner of Indiana, through the flourishing city of South Bend, and so to Chicago.



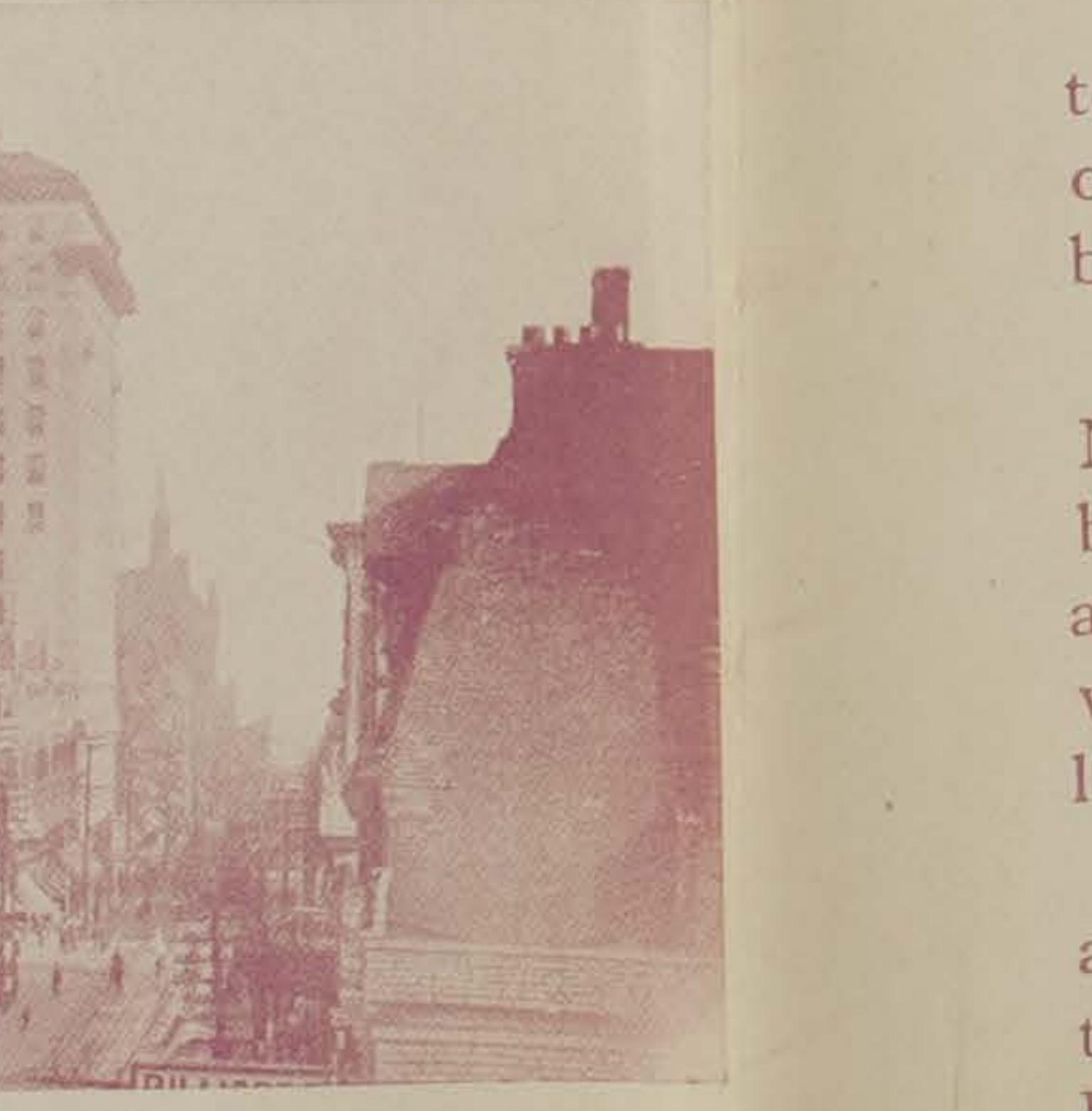
Grand Trunk System Pavilion, Panama-Pacific Exposition, San Francisco, Cal.



In the St. Francis Valley, near Sherbrooke, Que.



Niagara Falls



Yonge Street, Toronto

traveller as the Grand Trunk, embracing everything from the seaside resorts of the Atlantic Coast, the mountain resorts of the New England hills to the unsurpassed tourists' havens in the "Highlands of Ontario."

FROM CHICAGO THROUGH THE UNITED STATES.

The territory which lies south of the Dominion of Canada and west of Chicago is served by many lines of railway having access to the Exposition cities, San Francisco and San Diego, all of which are available to passengers purchasing tickets over the Grand Trunk.

The scenery along the route via Colorado, New Mexico and Arizona includes that world-wonder, the Grand Canyon of Arizona and many picturesque Indian pueblos, such as San Domingo, Isleta, Laguna, Acoma, and seven Hopi villages. You can stop at the Petrified Forest and see agatized trees, millions of years old. A side trip to Salt River Valley introduces you to Castle Hot Springs and Phoenix.

The traveller may use any of the routes via St. Louis, Kansas City or Omaha, affording an opportunity to visit world-renowned charms so varied as Yellowstone Park, Salt Lake City and the Salton Sea, thence to or from the Pacific by the Garden of the Gods, Feather River or Sacramento river routes.

Salt Lake City is situated on the western slope of the Wasatch Mountains, with the blue peaks of the Oquirrh Range to the west and the north and overlooking a great fertile valley with the shimmering waters of Great Salt Lake at its feet. There is much of quaint and historic interest in and about Salt Lake City.

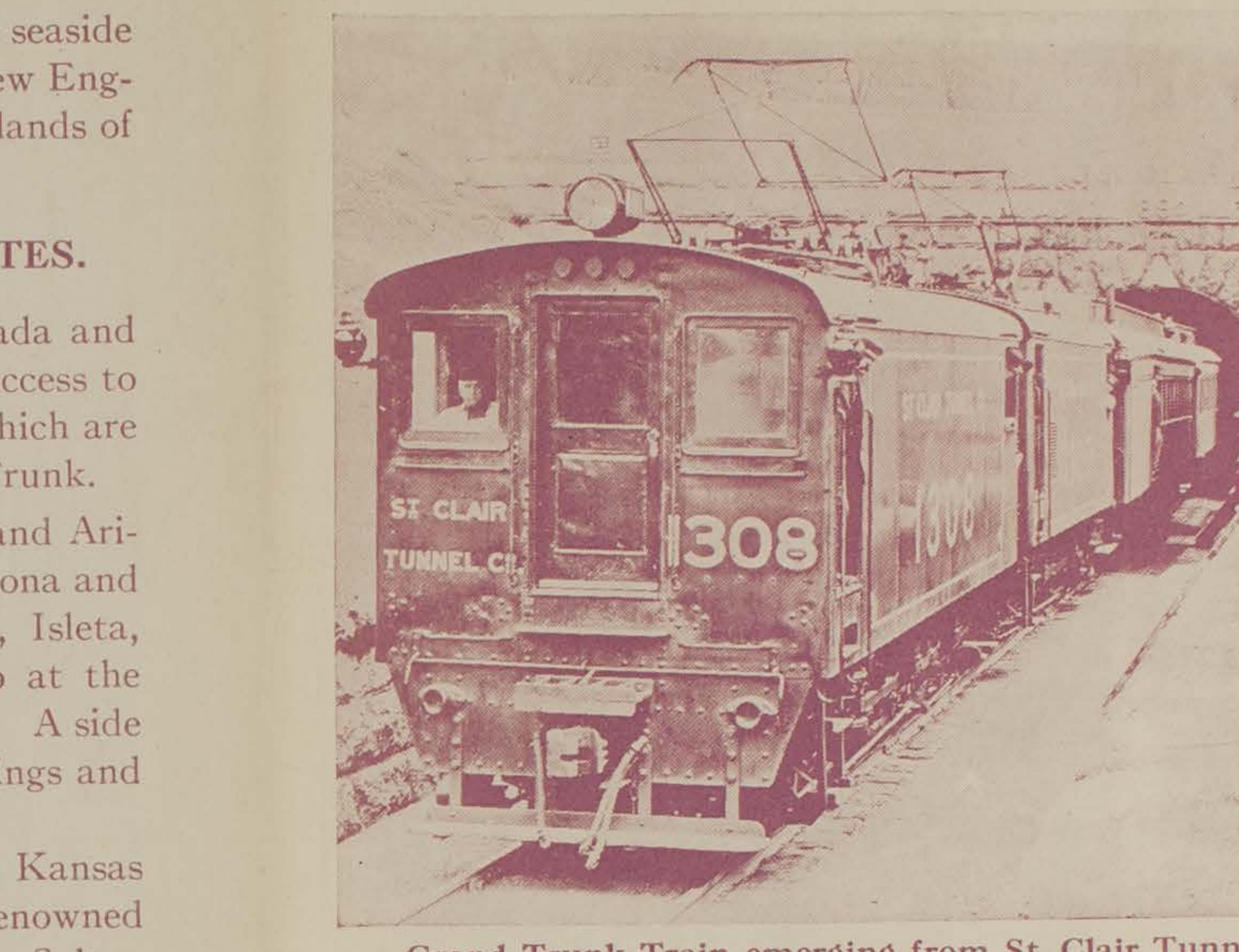
Another route is via Denver and through Colorado. Included in this route is the famous Pikes Peak, Colorado Springs and the Garden of the Gods.

Between Chicago and the Exposition cities, through New Orleans and Texas, another route is available.

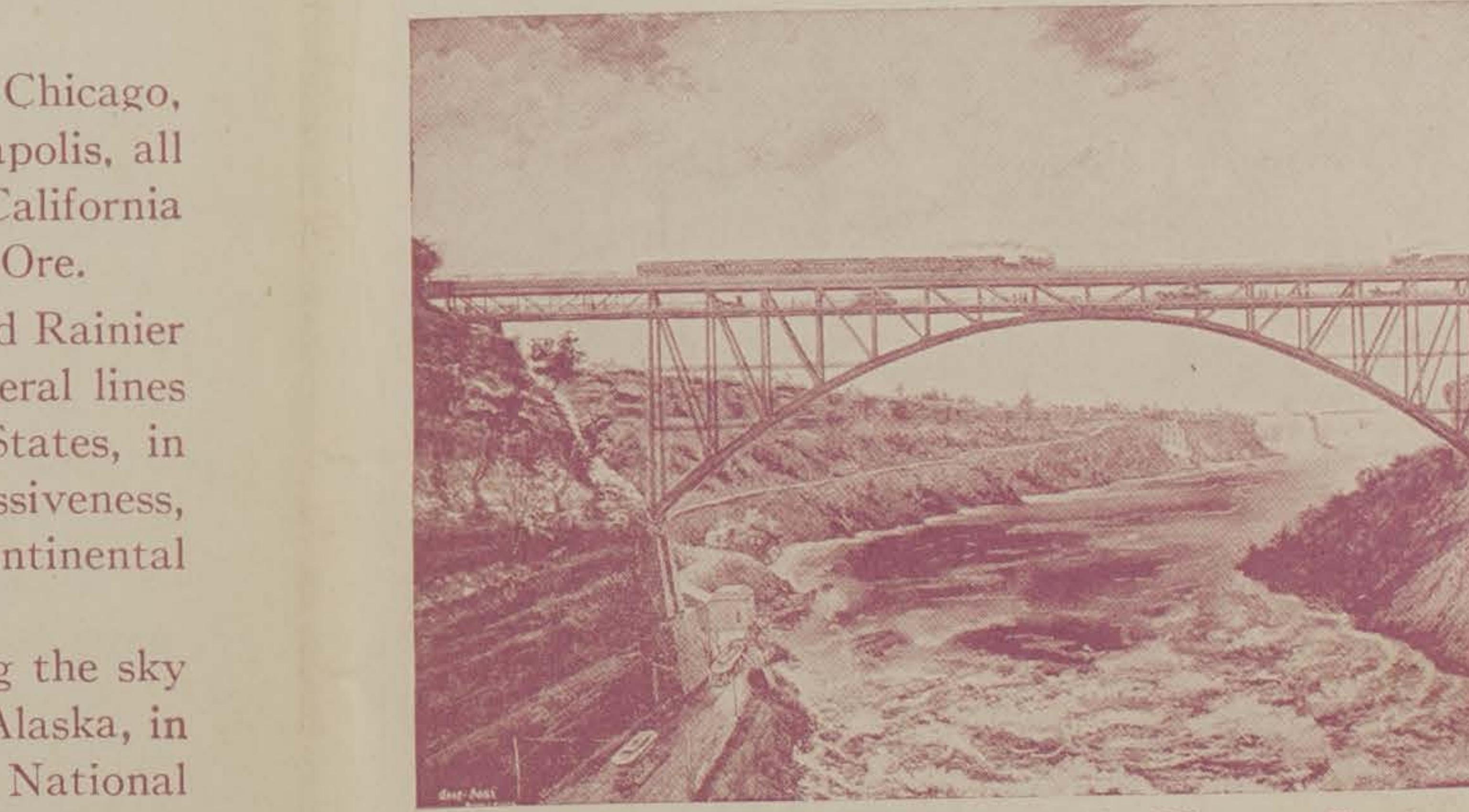
Not the least interesting of the many routes west of Chicago, to and from California, are those via St. Paul and Minneapolis, all of which reach the North Pacific Coast, thence to and from California by rail or water travel through Seattle, Wash., or Portland, Ore.

Yellowstone National Park, Glacier National Park and Rainier National Park are the outstanding features along the several lines between St. Paul and the Pacific Coast in the United States, in addition to the mountain ranges, in their varied impressiveness, which must be crossed by every North American transcontinental line.

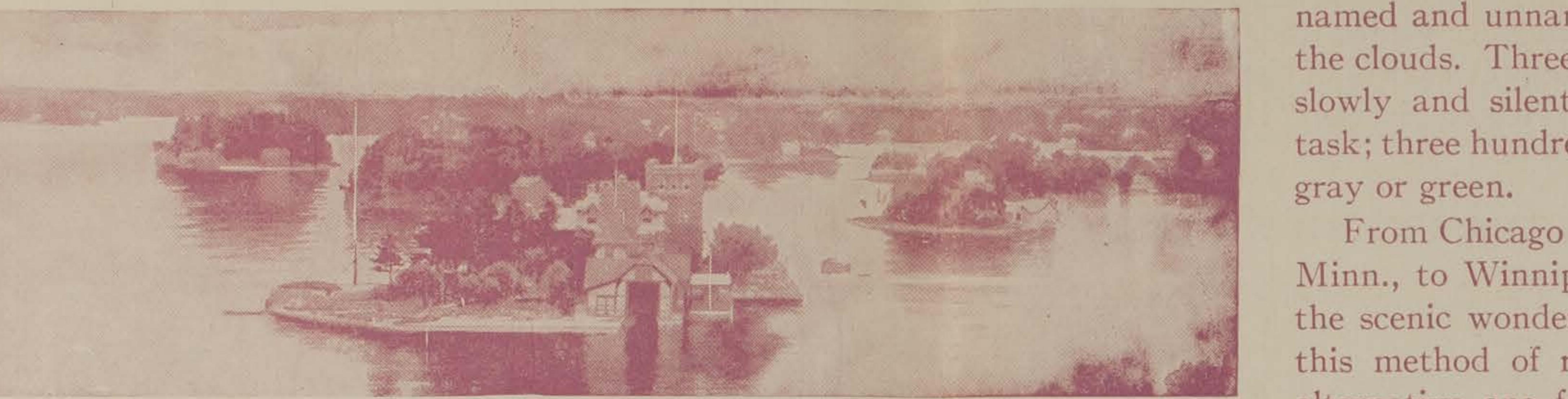
Mt. Rainier, snow-capped, glacier-covered, and piercing the sky at an altitude of 14,526 feet, the highest peak, outside of Alaska, in the United States, is the predominant feature of Rainier National Park, well named the "Wonderland of the Cascades." This natural



Grand Trunk Train emerging from St. Clair Tunnel



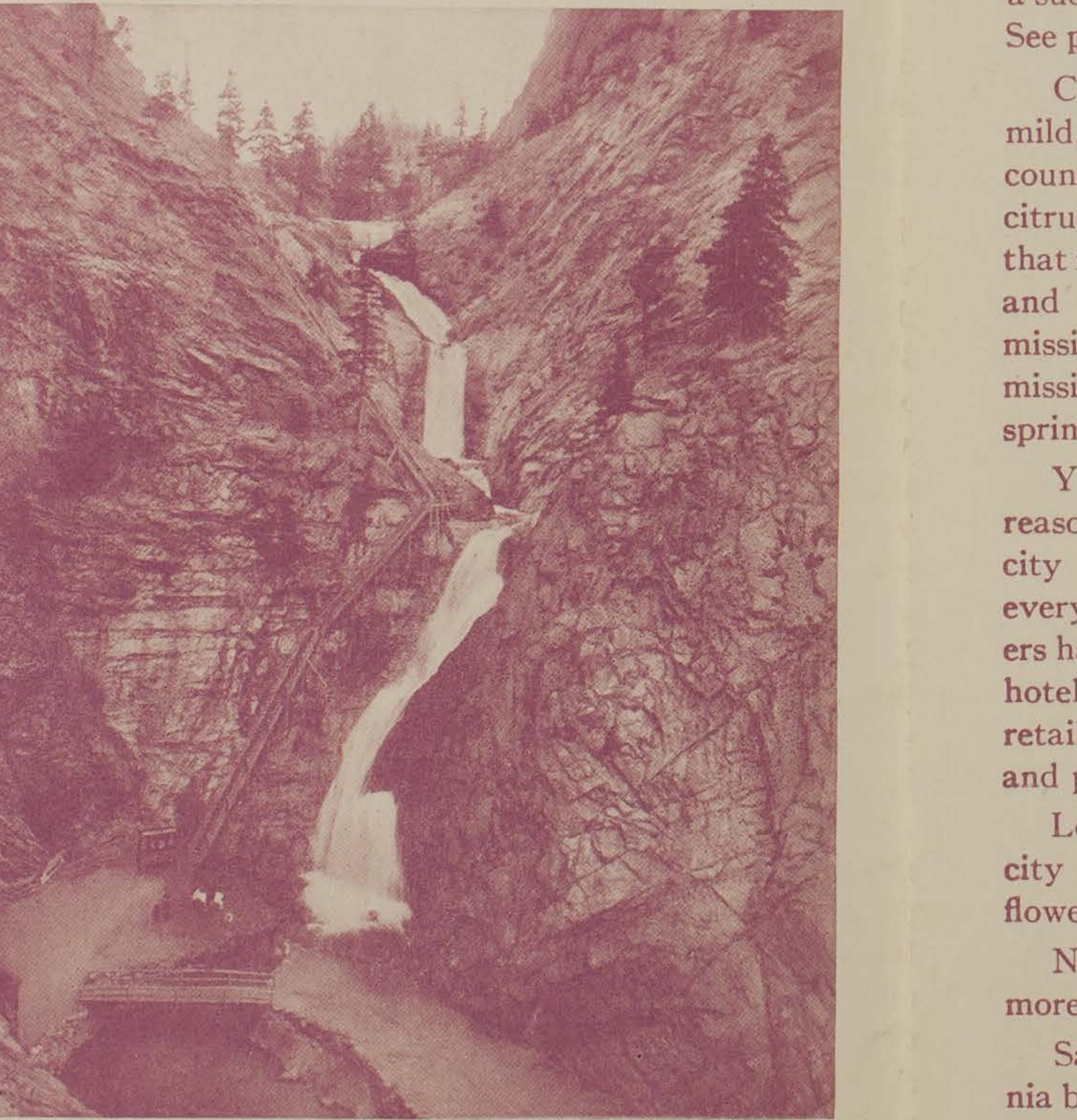
Grand Trunk Bridge over the Niagara Gorge



Among the Thousand Islands of the St. Lawrence River

of the Yellowstone perhaps exceeds as an attraction the geysers. The park is a huge game preserve of buffalo, deer, antelope, bear and big-horn sheep.

Glacier National Park lies away up in the north-western part of Montana, near the Canadian border. Here, huddled together, are tiny streams, the span of a hand in width, that, leagues away to the north, the south and the west, flow mighty rivers into Hudson Bay, the Gulf of Mexico and the Pacific Ocean. Here peak after peak,



The Cheyenne Cañon and Seven Falls, Colorado

named and unnamed, rear their saw-tooth edges to the clouds. Threescore glaciers within its borders are slowly and silently grinding away at their epochal task; three hundred lakes give back to the sky its blue, gray or green.

From Chicago you can proceed by way of St. Paul, Minn., to Winnipeg and take in from that point all the scenic wonders on the Grand Trunk Pacific line, this method of reaching Western Canada being an alternative one from crossing the Great Lakes, and provides pleasant travel all the year round.

From Chicago by the way of St. Paul, thence to Winnipeg, an extremely interesting route for Exposition travel is offered in either direction, and no one can afford to remain oblivious to its interest and charm, leading as it does to the Canadian Rockies and the North Pacific Coast, through a thousand miles of uninterrupted fertility as well, "where every prospect pleases"—in short, all scenic wonders are embraced in the route of the Grand Trunk Pacific Railway, the new transcontinental line. The features of this route will be covered in a succeeding chapter in this pamphlet under heading of Route No. 2. See page 7.

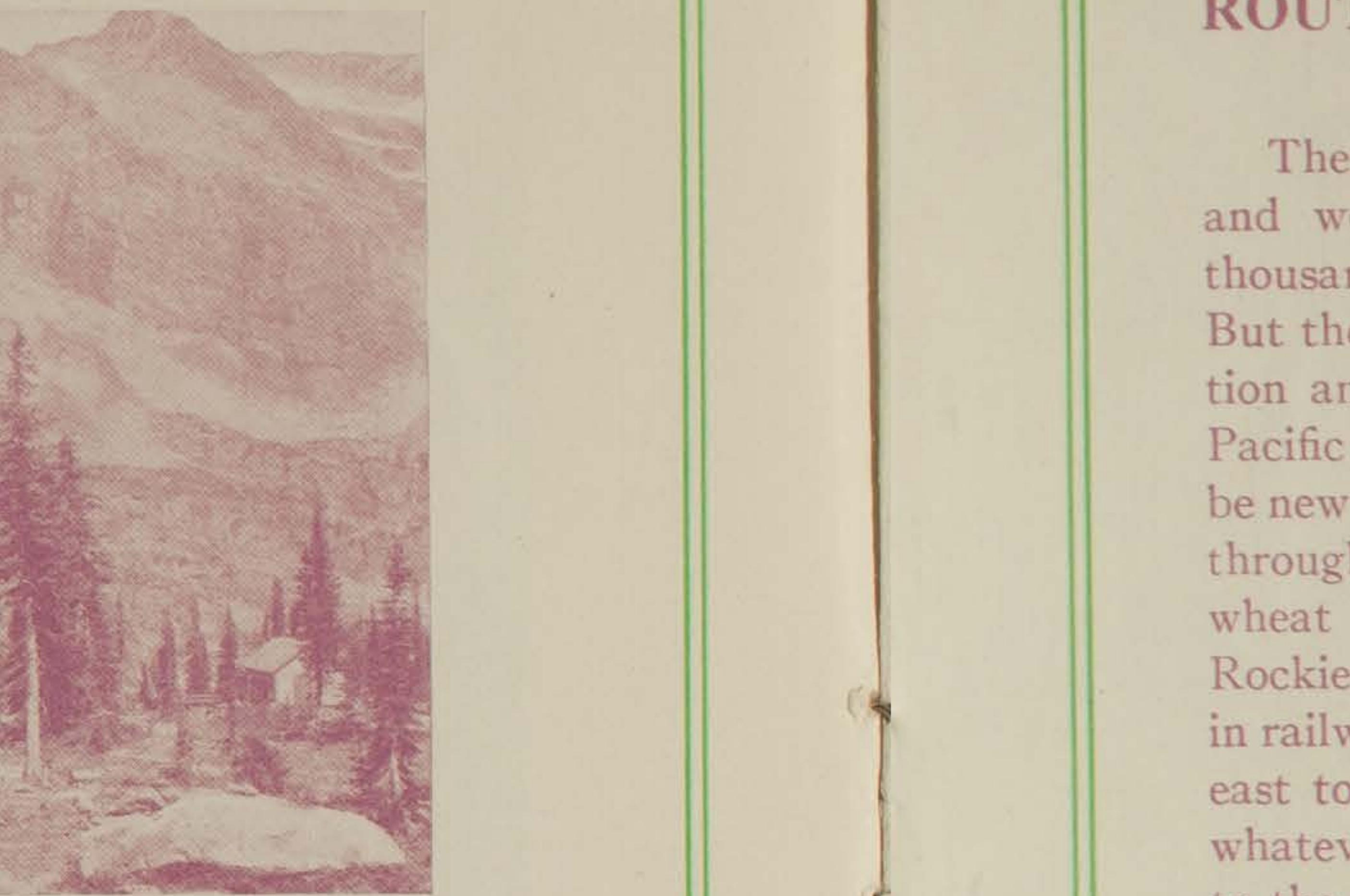
California is almost too well known to need any description. A mild, even and healthful climate, much sunshine, a veritable outdoor country, abundance of flowers and intensive cultivation of the land, citrus and olive groves, date and other palms and all that makes for gratification of the senses, including varied and attractive scenery; the cradle of early Spanish missionary work, with its monuments of churches and mission houses still intact, also much-renowned mineral springs and world-known hotels and places of resort.

You would wish to see San Francisco, if for no other reason than to witness the remarkable rebuilding of that city since the fire. Within the old business district everything is new and put up to stay. Steel skyscrapers have replaced less substantial structures. Theatres, hotels, restaurants, some of which are historic, and retail stores—all are here to minister to your comfort and pleasure.

Los Angeles has a population of 325,000. It is a city perfumed with roses; garlanded everywhere with flowers thriving in perennial beauty.

No other city in America has within easy access more delightful resorts or of more variety.

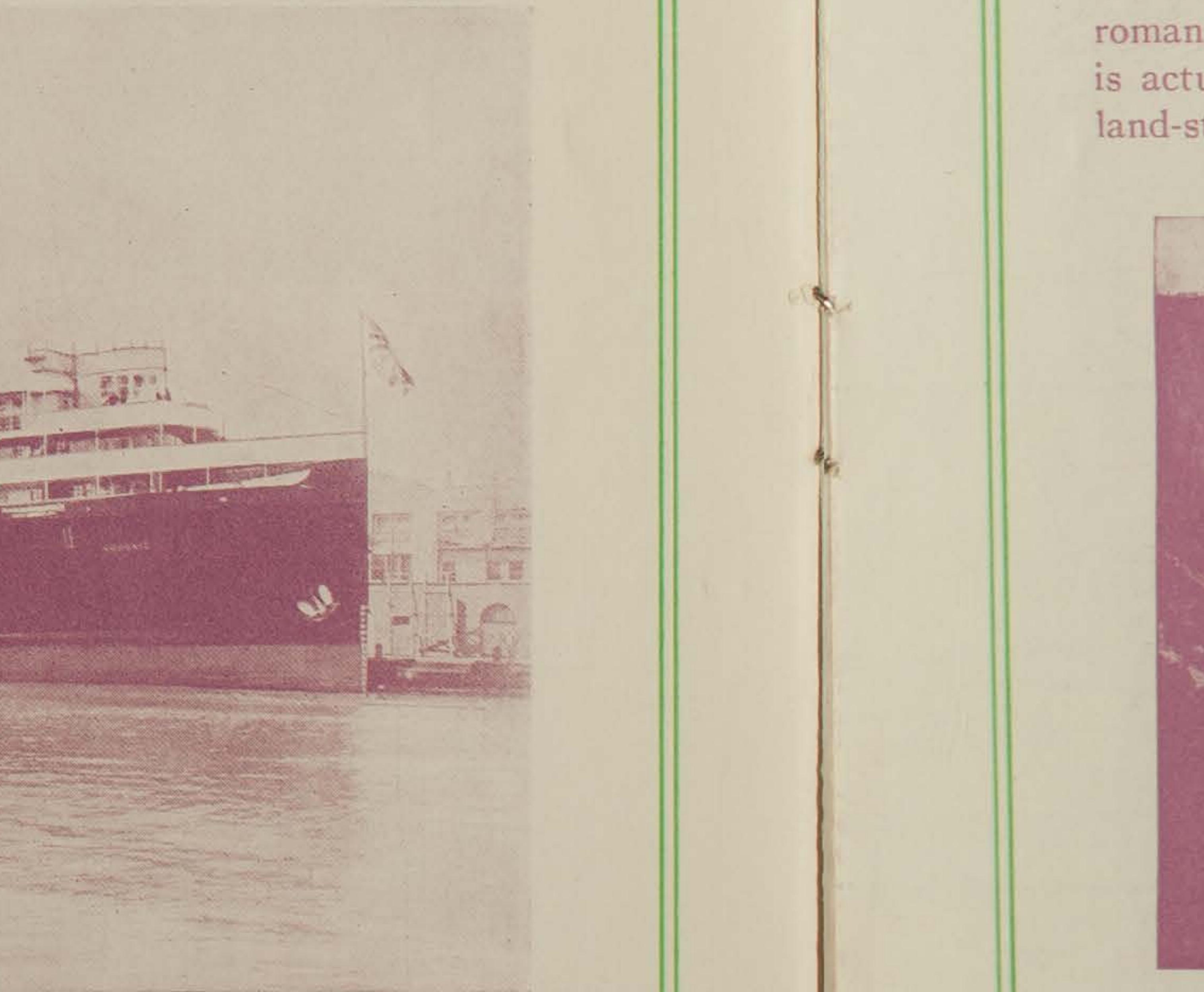
San Diego has both history and beauty. Here California began, when in 1542, Cabrillo sailed into the harbor. Later, in 1769, the mission of San Diego de Alcala was



In Glacier Park, Montana

founded by Serra, and afterwards, in 1867, the "new town" was established.

Here, too, following the first cross, was planted the first palm, olive and vine. The present population is estimated at 85,000 and, like San Francisco and Los Angeles, the city has ample hotel accommodation.



Steamship Noronic. Northern Navigation Co. Grand Trunk Route

ROUTE No. 2.—THROUGH CANADA TO THE SUNSET OCEAN.

The trails that reach around the earth are for the most part old and worn. Each stopping place has been visited by countless thousands of tourists and the novelty has long since passed away. But those who journey to the Panama-Pacific International Exposition and the Panama-California Exposition via the Grand Trunk Pacific route will take this new trip over a new trail, the scenes will be new, the stopping places new and the trains carrying the travellers through the wooded wilds of Ontario, across a thousand miles of wheat fields and through another thousand miles of the Canadian Rockies and mountain wonderland, will also mark a new advance in railway travel. In the three thousand miles of the route from the east to the Pacific Ocean, there is no barren or unsightly country whatever; it is a change of perpetual interest and education, appealing to the aesthetic impulse of every traveller.

Your trip will take you through the famed Yellowhead Pass, by the base of those mighty peaks Mt. Robson, Mt. Resplendent and Mt. Rugged, and along the banks of the great rivers of the north, including the turbulent Skeena, in itself a wonder which will leave an imperishable impression on your mind.

You are sure of a cool, comfortable journey even in midsummer, for the Grand Trunk Pacific is the most northerly of all America's Transcontinental Railways. It will take you, indeed, to the front door to Alaska, where you can cross the portal into that land of grandeur, romance and mystery. The railway's Pacific terminal, Prince Rupert, is actually within forty miles of Alaska. At this new city, on an island-studded harbor, the oil burning modern twin-screw steamships,



Grand Cañon of Arizona

owned and operated by the Grand Trunk Pacific, will be at your service. You can then go north to Alaska or dip direct south to the cities of Victoria, Vancouver and Seattle, and thence to the Expositions.

The Grand Trunk Pacific and the wonderlands which it serves can be reached at Ft. William, Ont., or at Winnipeg, Man. The Grand Trunk Pacific is linked with the Grand Trunk Railway, the parent system which serves the whole system of Eastern Canada and many of the most populous and productive of the United States of America. One of these links is a magnificent steamship service across Lakes Huron and Superior. This water trip provides a very desirable connection for passengers from the Eastern half of the Continent. To take this splendid trip between East and West you put out from Sarnia, Ont., Grand Trunk trains having brought you direct to steamship's side. This port is at the head of the winding St. Clair River, is connected with Port Huron, Mich., by submarine tunnel and is within easy reach of Detroit, Buffalo, Chicago, New York, Philadelphia and other traffic centres.

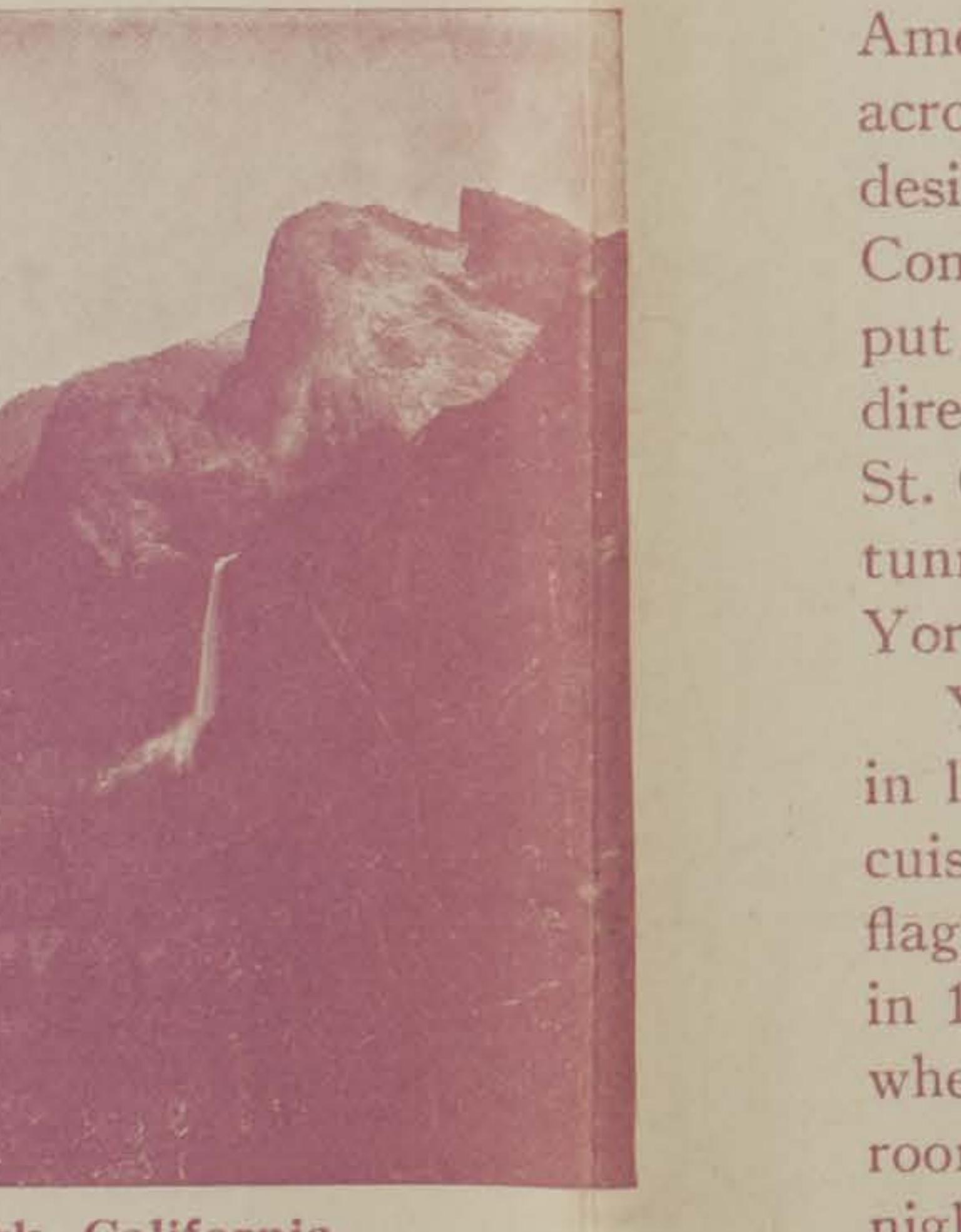
You have a choice of travel on three great steamships, the equal in luxury of appointments, in seaworthiness and in excellence of cuisine of any ocean liner afloat. These are the "Noronic" (the flagship of the Northern Navigation Company's fleet, commissioned in 1914) and the "Huronic" and "Hamonic." It is early evening when you embark, and after dinner there is dancing in the big ballroom—a full orchestra is carried—and all the wonders of a starlit night on the Lakes. Next morning the beauties of Lake Huron

unfold themselves, then through the Saginaw River you pass at noon to Lake Superior. All the pleasures of freshwater voyages are yours. Morning again finds Thunder Cape towering above the vessel; its base carved into a thousand caves by the turmoils of the sea. Thunder Bay is passed through and the Grand Trunk Pacific Union Station Dock at Fort William is reached just after breakfast. This marks the completion of a forty-four sail across the largest bodies of fresh water in the world, and refreshed in mind and body, you start for Prince Rupert, on the Pacific Coast.

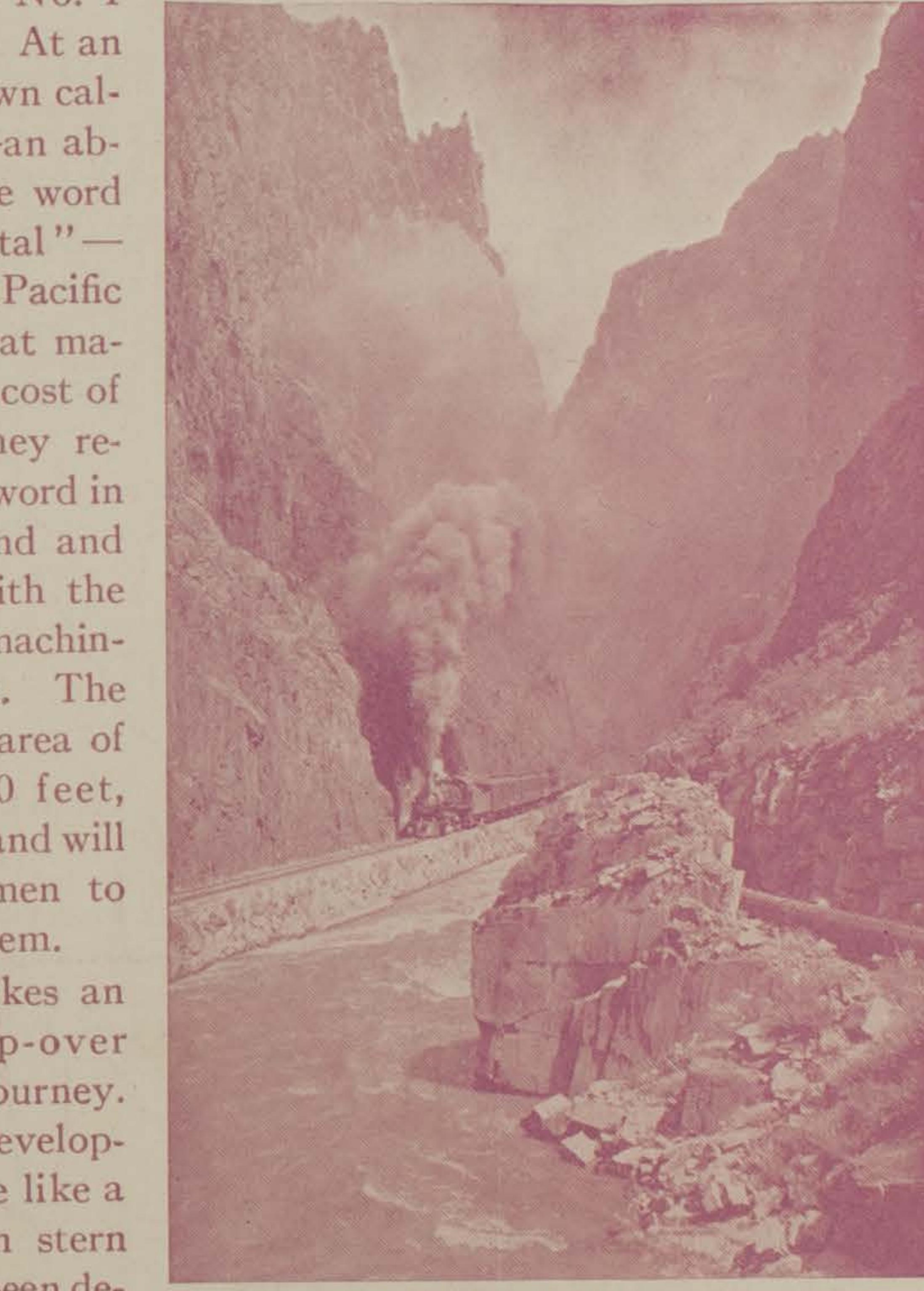
From Fort William your route lies across the north-western corner of the Province of Ontario. This is a great game paradise, watered by hundreds of streams. At Superior Junction the branch line from Fort William merges into the main line and we are soon passing through one of Canada's beauty spots. This is Nipigon, pronounced (Né-he-ga-né), the Country of Lakes. Maiak Station is in the heart of this lovely country, and here the Maiak Inn, the largest and best equipped summer hotel in the Dominion, has been erected.

About sixty miles east of Winnipeg the railroad leaves the prairie and enters spoultine Prairie, covered with the rich black soil that produces the celebrated No. 1 "Hard Wheat." At an entirely new town called Transcona—an abbreviation of the word "Transcontinental"—the Grand Trunk Pacific has built its great machine shops at a cost of \$5,000,000. They represent the last word in work of this kind and are equipped with the most modern machinery procurable. The shops cover an area of 2,000 by 1,200 feet, (over 5 acres), and will employ 6,000 men to fully operate them.

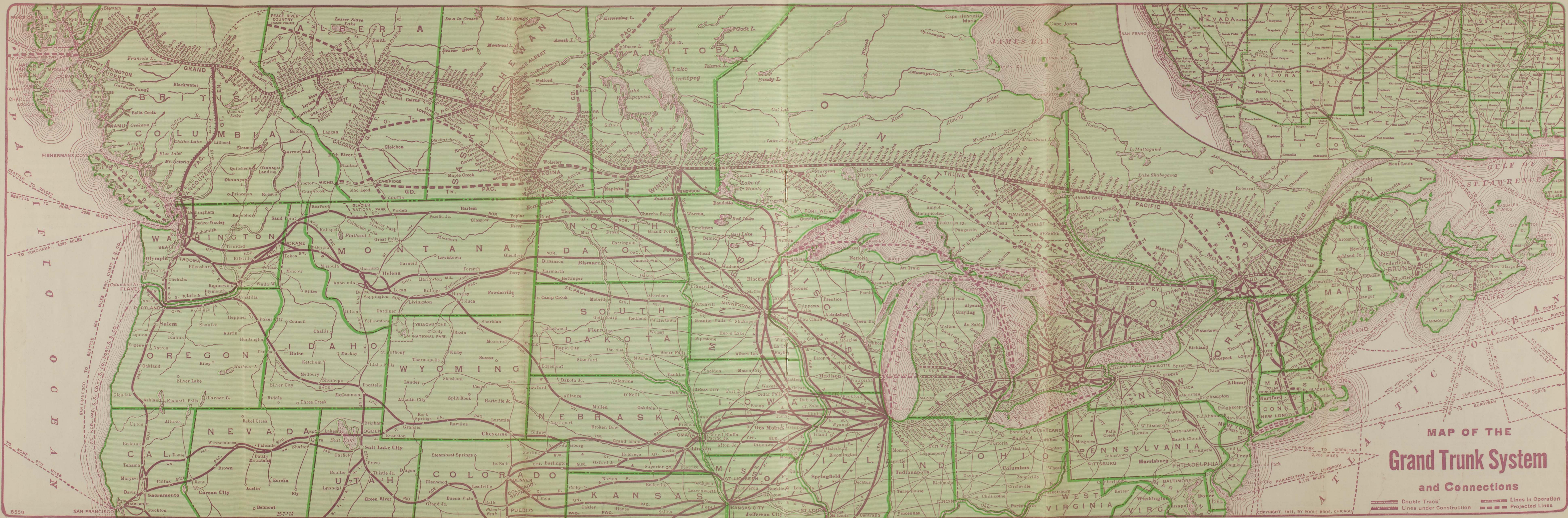
Winnipeg makes an admirable stop-over point on the journey. Its marvelous development reads more like a magic tale than stern reality. It has been described as the Chicago of the West. The Royal George, the Grand Cañon of the Arkansas, Colorado



Yosemite Falls, Yosemite Park, California



The Royal George Grand Cañon of the Arkansas, Colorado





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of Western Canada. There is a good and substantial reason for this. Forty years ago it had no existence. It is today the largest manufacturing city in Western Canada; it also




Palace of Motor Transportation, Panama-Pacific Exposition, San Francisco

boasts the largest population, 220,000, and is the great warehouse city for the Prairie Provinces, which it supplies with all necessities. Here concentrate five transcontinental lines of railroad, which, with over twenty branches, radiate through the West, tapping all the agricultural sections, so that Winnipeg becomes at once the receiving station for the West, as well as its distributing point. The millions of bushels of wheat which are raised in Western Canada go through Winnipeg to the great elevators at Fort William, at the head of the Great Lakes, there to be distributed to the markets of the world. In building a great city the people of Winnipeg have not been unmindful of health and pleasure. The streets are wide, the parks are numerous and well patronized. The Grand Trunk Pacific Railway has here built for the convenience of the travelling public a magnificent fourteen story hotel, the Fort Garry, which is already famous for the excellence of its service and the elegance of its equipment. The Union Station of the Grand Trunk Pacific is one city block only from the Fort Garry.

Leaving Winnipeg the country lies level through the prosperous town of Portage La Prairie, across the fertile prairies of Manitoba, and towards the western border of that province the road runs along the beautiful Assiniboine and Qu'Appelle Valleys, of much historic interest as well. In the 400-mile trip across the great wheat producing Province of Saskatchewan the scenery is varied by the Touchwood Hills, a famous parklike ranching country, and just beyond the hills is Last Mountain valley, a country into which thousands of American farmers have gone since this line was surveyed.

Saskatoon, 466 miles west of Winnipeg, is another very prosperous city in the wheat belt. It has one of the best locations of all cities in Canada. It stands in the centre of one of the richest wheat regions that has ever been known in all the world, and the Saskatchewan River, which means



View in inside channel, Vancouver to Prince Rupert

Junction of the Bulkley and

Skeena River

Emperor Falls
Mount Robson ParkMount Robson
(13,700 feet)
Mount Robson ParkSteamship
Prince George
in the Strait of Juan de Fuca

Scenes along the line of the Grand Trunk Pacific Railway and Grand Trunk Pacific Coast Steamship Route



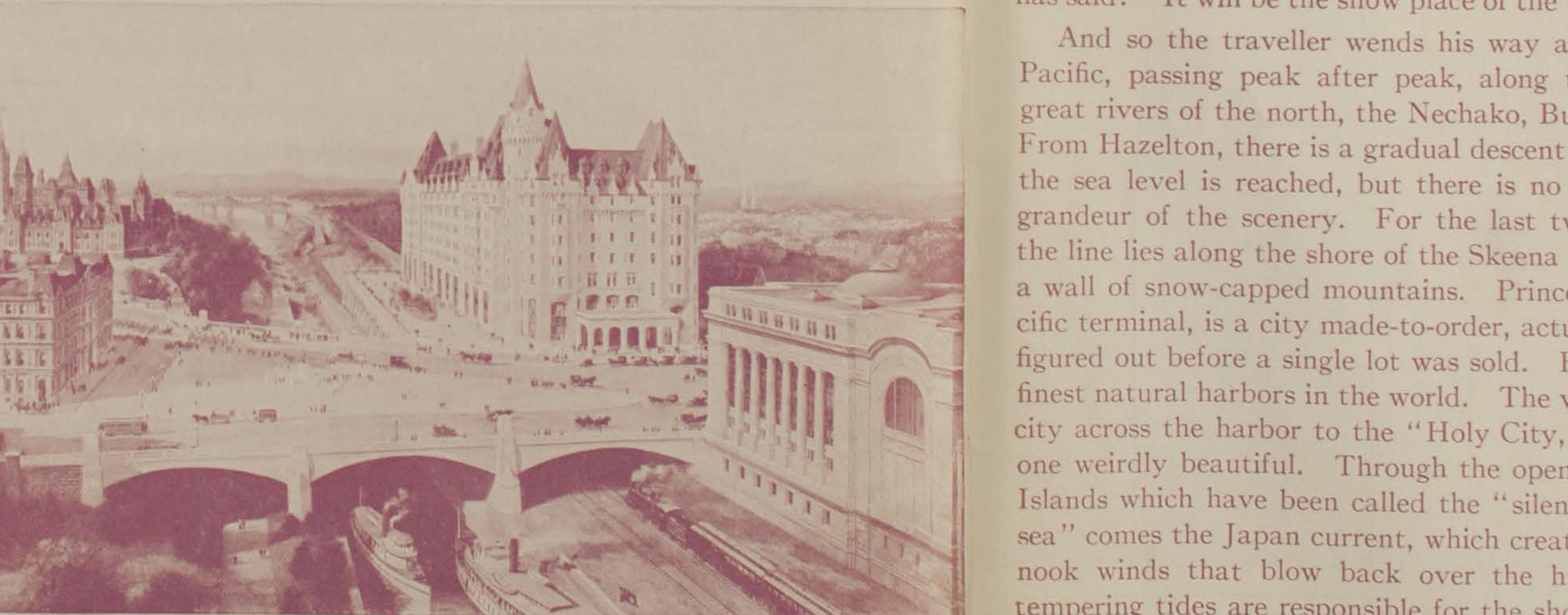
The Macdonald, Edmonton, Alta., to be opened early in the Summer of 1915

"Chateau Laurier." The location is very fine, commanding a beautiful vista in all directions of the lovely Saskatchewan Valley.

THE ROCKIES AT THEIR BEST.

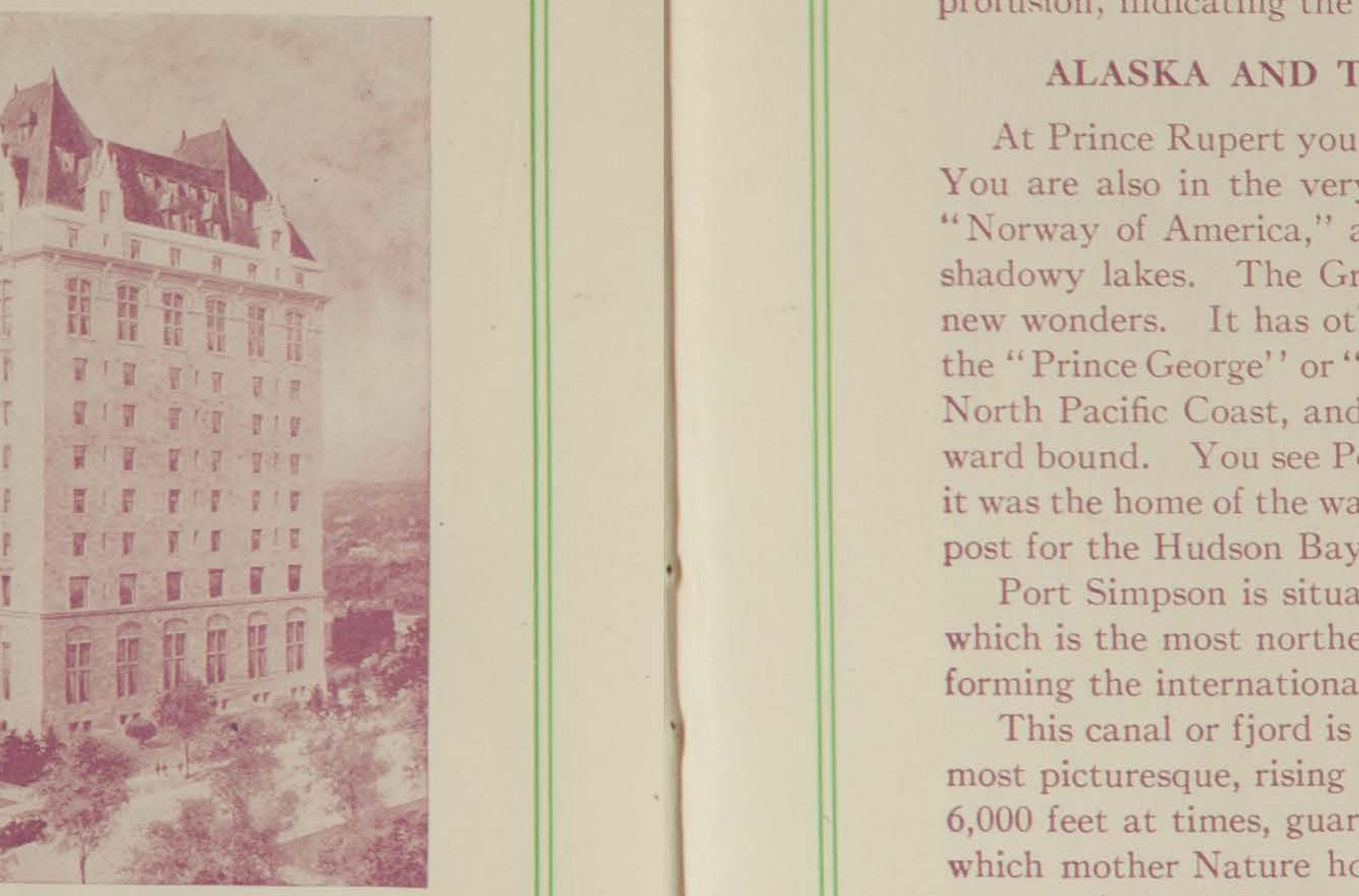
From Edmonton west to Prince Rupert the new line passes through a land of great lakes, majestic mountains, deep canyons and mighty rivers. If the Grand Trunk Pacific route had little else to offer than a visit to the Mt. Robson region of the Continent, it would have strong claims upon the attention of the travelling public. For here you see the Rockies at their best, amid vistas of surpassing loveliness. The first view of the Rockies is had soon after leaving Edmonton, as the railway runs high up on a ridge to the south side of the Athabasca River. The first of the peaks reached is at Brule Lake. The railway runs on one side of the lake and on the opposite side is seen a high range of mountains, the principal one of which is Boule Roche Mountain, rising seven thousand feet. The lake itself is an enlargement of the Athabasca River and is seven miles long.

A few miles further on Roche a Perdrix rises above the Valley to a height of seven thousand feet, and on the north side high, rugged mountains stand up boldly with vertical cliffs and steep rocky slopes. Continuing west the railway follows the Athabasca Valley with ranges of mountains rising to dizzy heights on both sides of the grade, especially Roche Miette on the left side and Roche de Smet on the right.



Vista of Ottawa, showing the Chateau Laurier

side. We are soon passing through Jasper Park, a reserve of forty-five hundred square miles set aside by the Federal Government of Canada for the preservation of wild life and the enjoyment of the people. Here are tracts of forest, unspoiled by the axe of the lumberman, open valleys bedecked in season with brilliant flowers, where the buffalo, moose, caribou and other denizens of the wild wander unmolested. There is a wealth of physical beauty on every hand, peaks, canyons, glaciers, lakes and silvery streams. Crossing the border line that separates Alberta from British Columbia another reserve is entered. This is Mt. Robson Park, approached through the Yellowhead Pass, whose scenery has never failed to impress those who have had the good fortune to gaze upon it. In the centre of this region stands Mt. Robson, (Altitude 13,700 feet). This peak is not only supreme among the Canadian Rockies, rising one thousand feet higher than any of its competitors, but it has points that make it notable among other mountains in general. Usually, high mountains are surrounded and led up to by many neighbors and rivals not greatly lower, so that the full effect of height is lacking, but Mt. Robson rises head and shoulders above its surroundings, reaching at least 2,500 feet above the nearest peak, Mt. Resplendent, and more than three thousand feet above any others. Moreover, it stands out boldly near the southwestern slope of the Rockies, facing the deep



The Fort Garry, Winnipeg, Man.

valley occupied by British Columbia's greatest rivers. Few mountains in the world can surpass this ascent of eleven thousand feet within a mile from its base. The upper portion of the peak usually wears a necklace of feathery clouds, beyond which the pointed apex of ice glitters in the sun. Mt. Robson has already attracted alpine climbers from the four corners of the earth. As one mountain climber, who has made two attempts to ascend this mountain, has said: "It will be the show place of the world."

And so the traveller wends his way along towards the Pacific, passing peak after peak, along the banks of the great rivers of the north, the Nechako, Bulkley and Fraser. From Hazelton, there is a gradual descent in elevation until the sea level is reached, but there is no falling off in the grandeur of the scenery. For the last two hundred miles the line lies along the shore of the Skeena River, flanked by a wall of snow-capped mountains. Prince Rupert, the Pacific terminal, is a city made-to-order, actually mapped and figured out before a single lot was sold. Here is one of the finest natural harbors in the world. The view from the new city across the harbor to the "Holy City," Metlakahtla, is one weirdly beautiful. Through the openings between the Islands which have been called the "silent sentinels of the sea" comes the Japan current, which creates the warm Chinook winds that blow back over the hinterland. These tempering tides are responsible for the short winters in the sheltered vales inland from the Coast, where cattle range in

the open the year round and all kinds of wild fruits grow in endless profusion, indicating the richness of this golden land.

ALASKA AND THE "NORWAY OF AMERICA."

At Prince Rupert you are, as we have said, at the door to Alaska. You are also in the very centre of what may be justly called the "Norway of America," a region of fjord and inlets, mountains and shadowy lakes. The Grand Trunk Pacific has already shown you new wonders. It has others in store for you when you step aboard the "Prince George" or "Prince Rupert," the finest steamships on the North Pacific Coast, and glide out of the land-locked harbor northward bound. You see Port Simpson, with its relics of the days when it was the home of the war-like Haidas Indians and a fortified trading post for the Hudson Bay Company.

Port Simpson

is situated at the entrance of the Portland Canal,

which is the most northerly inlet on the Coast of British Columbia, forming the international boundary between Canada and Alaska.

This canal or fjord is about fifty-five miles long, the shores being

most

picturesque, rising like mammoth battlements to the height of

6,000 feet at times, guarding as it were the rich deposits of mineral

which mother Nature holds fast in her granite grip, the recent dis-

covery of which has attracted world-wide notice, and the mineral

development is assuming gigantic proportions.

The mining development at Granby Bay (Anyox) on Observa-

tory inlet, is attracting great attention. The scenery along Port-

land canal is typical Alaskan Coast ruggedness. Many glaciers are

visible with wonderful iridescent effects on the clear ice as the sun

strikes them.

At Stewart, which has all the elements of interest found in a min-

ing community, the Grand Trunk Pacific steamships turn again south-

ward, but other connections can be made at Prince Rupert to take

you still further north to Skagway, where the vast interior of Alaska

pointments of ocean or inland water craft, between Prince Rupert, Vancouver, Victoria and Seattle, is generally similar to an Alaskan trip, but with fewer glacier-capped mountains and no ice fields, as is to be expected. Nevertheless, even lacking these features, which have made the Alaska trip so popular, the one south of Prince Rupert must always rank as one of the most beautiful of the world's journeys and throughout the 700 miles every turn of the steamer ship unfolds a vista or an object of wondrous beauty. The waters are quiet, and even the scenes of labor and toil have no apprehension of effect which take from the pleasures of a trip, or most of the way the channel is canal or river like through a belt of mountains, tree-covered, intensely green islands. In a few places, and then for a short distance only, is the sweep of the Pacific itself.

Nor is human interest lacking, for many Indian villages with their

quaint totem poles are passed en route. Lumbering operations are

extensive and huge piles of lumber and timber are in evidence at intervals.

Other vessels are usually in sight, and it is a common experience to

run close to a school of whales and even to witness the attack of a

"killer."

The waters, green by day and in the twilight called night in these latitudes, are wonderfully phosphorescent, which makes one long long on deck in the soft air of the Pacific and picture in the shadowed shores under huge mountains the varied moods of nature, and view creative and destructive force of which the North Pacific Coast is so prolific in examples.

This trip, for its creation of undulating meanders and striking won-

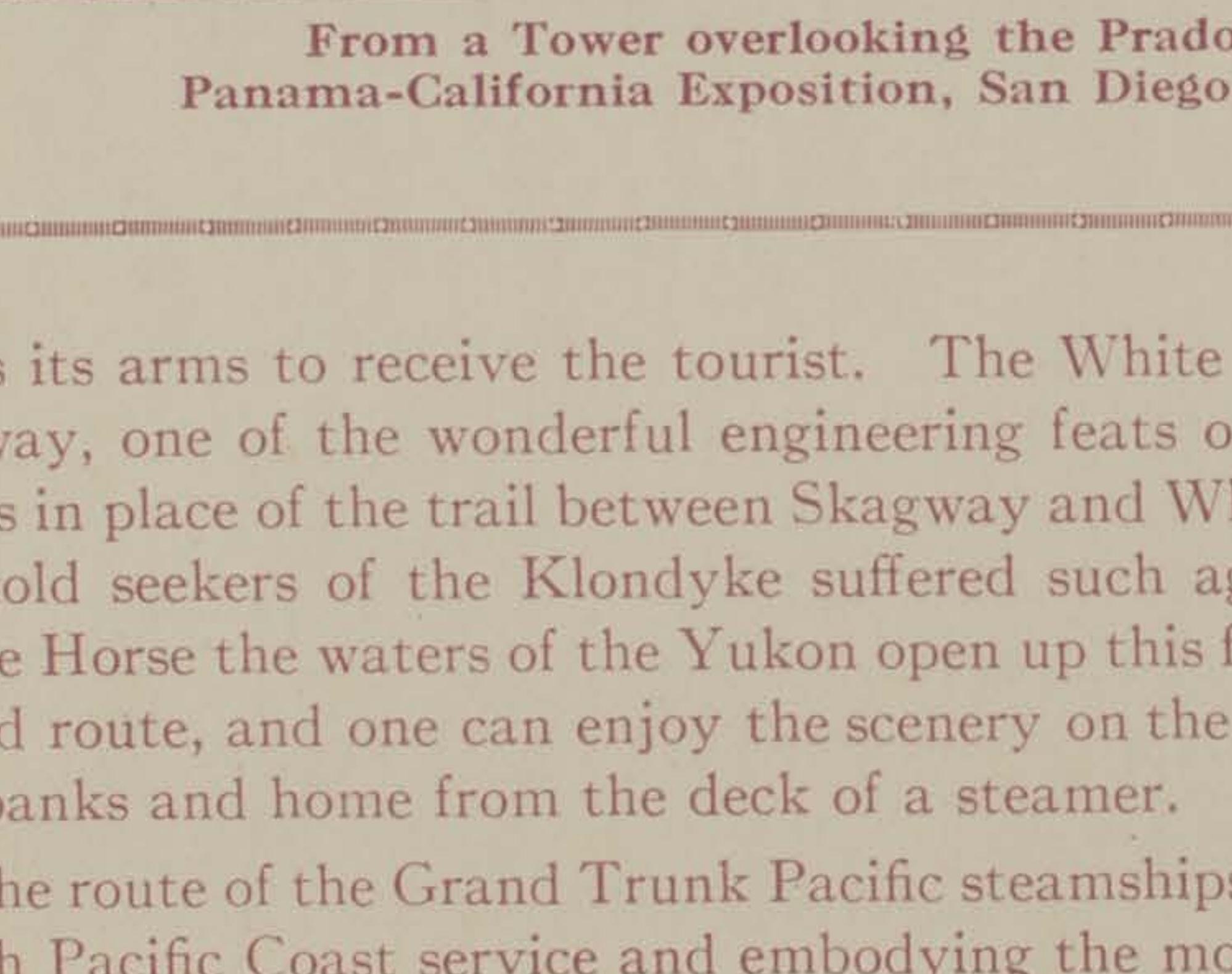
ders, is without a duplicate of its kind, except to a small extent along

the coast of Norway, and it stands out in the list of long experience for

the delighted traveler.

"As 'er these scenes my memory waits
And loves to dwell with misery are
Tame the impression deep make
As streams their channels deep wye."

As Vancouver is approached its splendid situation from a scientific and commercial standpoint is seen. From Vancouver a quick run places the traveller in Victoria, "a little bit of England," the attrac-

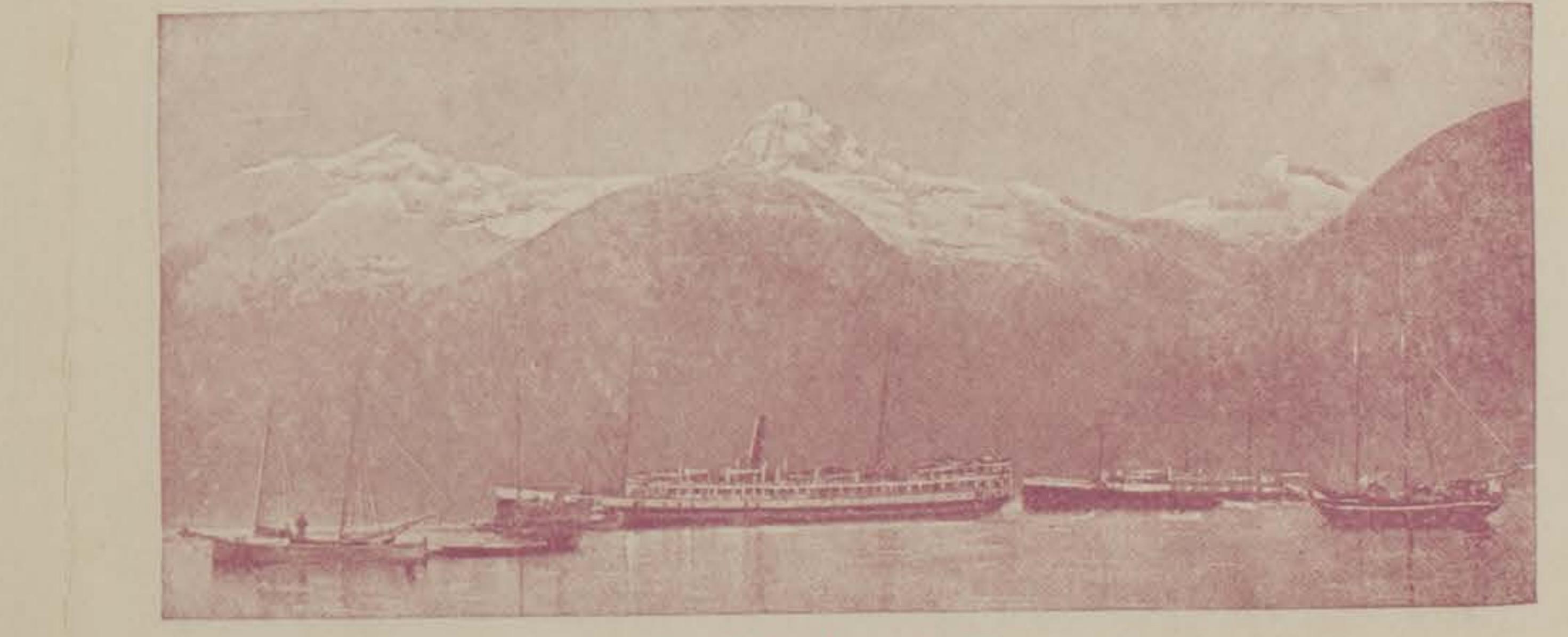
From a Tower overlooking the Prado
Panama-California Exposition, San Diego, Cal.

Street Scene in a Californian City

opens its arms to receive the tourist. The White Pass and Yukon Railway, one of the wonderful engineering feats of the world, now serves in place of the trail between Skagway and White Horse, where the gold seekers of the Klondyke suffered such agony in '97. At White Horse the waters of the Yukon open up this fascinating north-bound route, and one can enjoy the scenery on the way to Dawson, Fairbanks and home from the deck of a steamer.

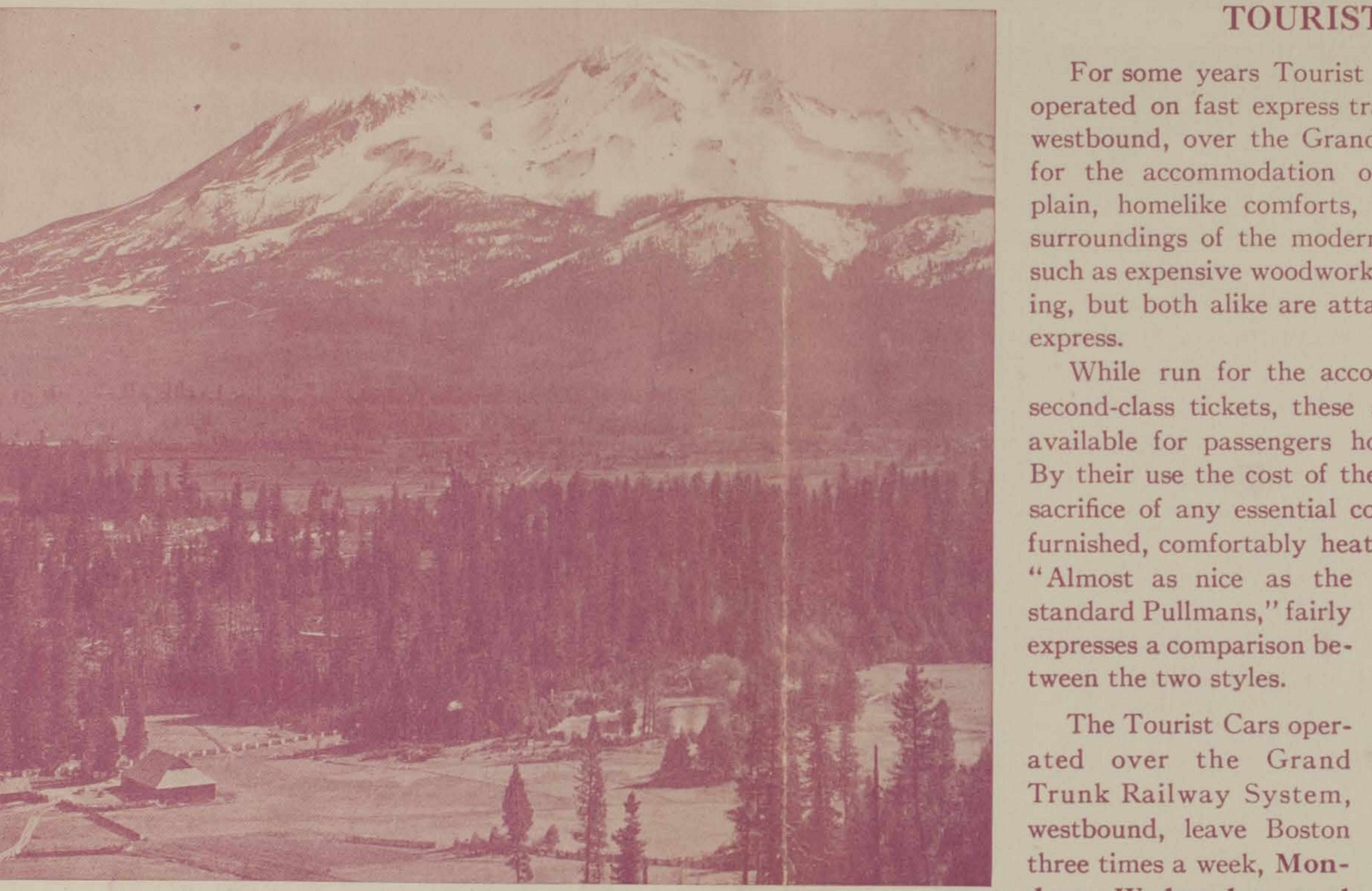
The route of the Grand Trunk Pacific steamships, the finest in the

North Pacific Coast service and embodying the most up-to-date ap-



An Alaskan Scene

A side trip from Seattle or Vancouver to Prince Rupert and the Alaska Coast and return on the Grand Trunk Pacific Steamships through the "Norway of America" route out your old trip.
Cost about same as hotel bill for same period.



Mount Shasta, California

tive capital of British Columbia, and a few hours later Seattle is reached after a picturesque sail across the Strait of Juan de Fuca and up Puget Sound.

If your journey to or from California in 1915 has not been planned via the Grand Trunk Pacific and Prince Rupert make a side trip from Seattle or Vancouver on the direct sailings of the Grand Trunk Pacific steamships to the Alaska Coast.

Passengers en route to or from California have the choice of either an overland trip or sea voyage to or from North Pacific Coast or Puget Sound ports.

Between Portland and San Francisco the picturesque Shasta route of the Southern Pacific, the San Francisco and Portland Steamship Company, or the Great Northern Pacific Steamships may be used either to San Francisco or San Diego. From Victoria or Seattle, steamers of the Pacific Coast Steamship Company maintain a regular service to San Francisco, Los Angeles and San Diego. This is a favorite method of enjoying a sea trip and breaking the rail journey to or from either of the great Expositions.

TOURIST CARS

For some years Tourist Sleeping Cars have been operated on fast express trains, both eastbound and westbound, over the Grand Trunk Railway System, for the accommodation of passengers who prefer plain, homelike comforts, instead of the luxurious surroundings of the modern Pullman Sleeping Cars, such as expensive woodwork and elaborate upholstering, but both alike are attached to the fast through express.

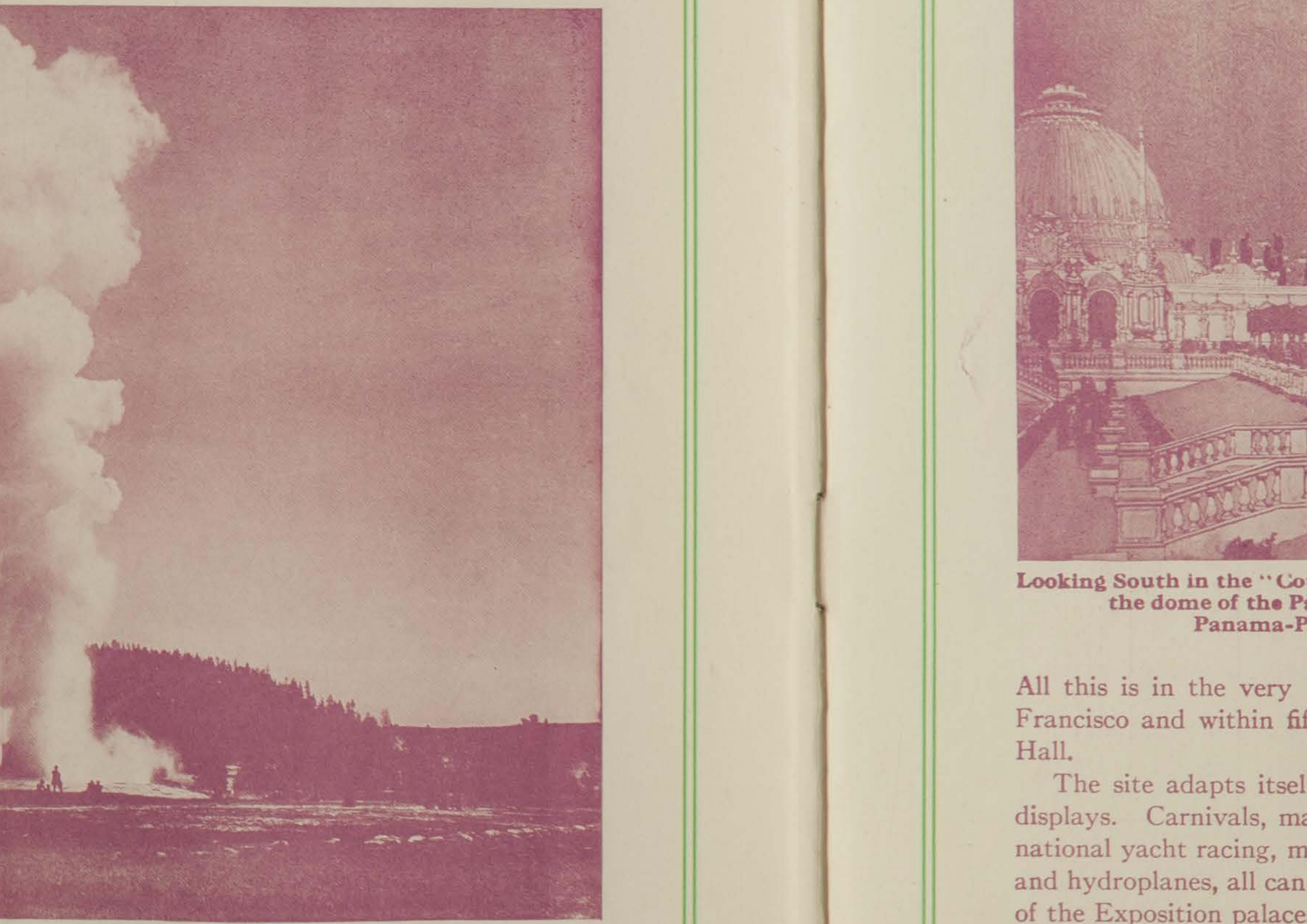
While run for the accommodation of holders of second-class tickets, these sleeping cars are equally available for passengers holding first-class tickets. By their use the cost of the trip is lessened without sacrifice of any essential comfort. They are neatly furnished, comfortably heated, clean and attractive.

"Almost as nice as the standard Pullmans," fairly expresses a comparison between the two styles.

The Tourist Cars operated over the Grand Trunk Railway System, westbound, leave Boston three times a week, Mondays, Wednesdays and Fridays, at 11.30 a.m.,

running via Boston and Maine Railroad, Central Vermont Railway and Grand Trunk, arriving Chicago 9.10 p.m., Tuesdays, Thursdays and Saturdays; and from Montreal three times a week, Mondays, Wednesdays and Fridays at 11.00 p.m., Toronto 8.00 a.m. and London 11.13 a.m.

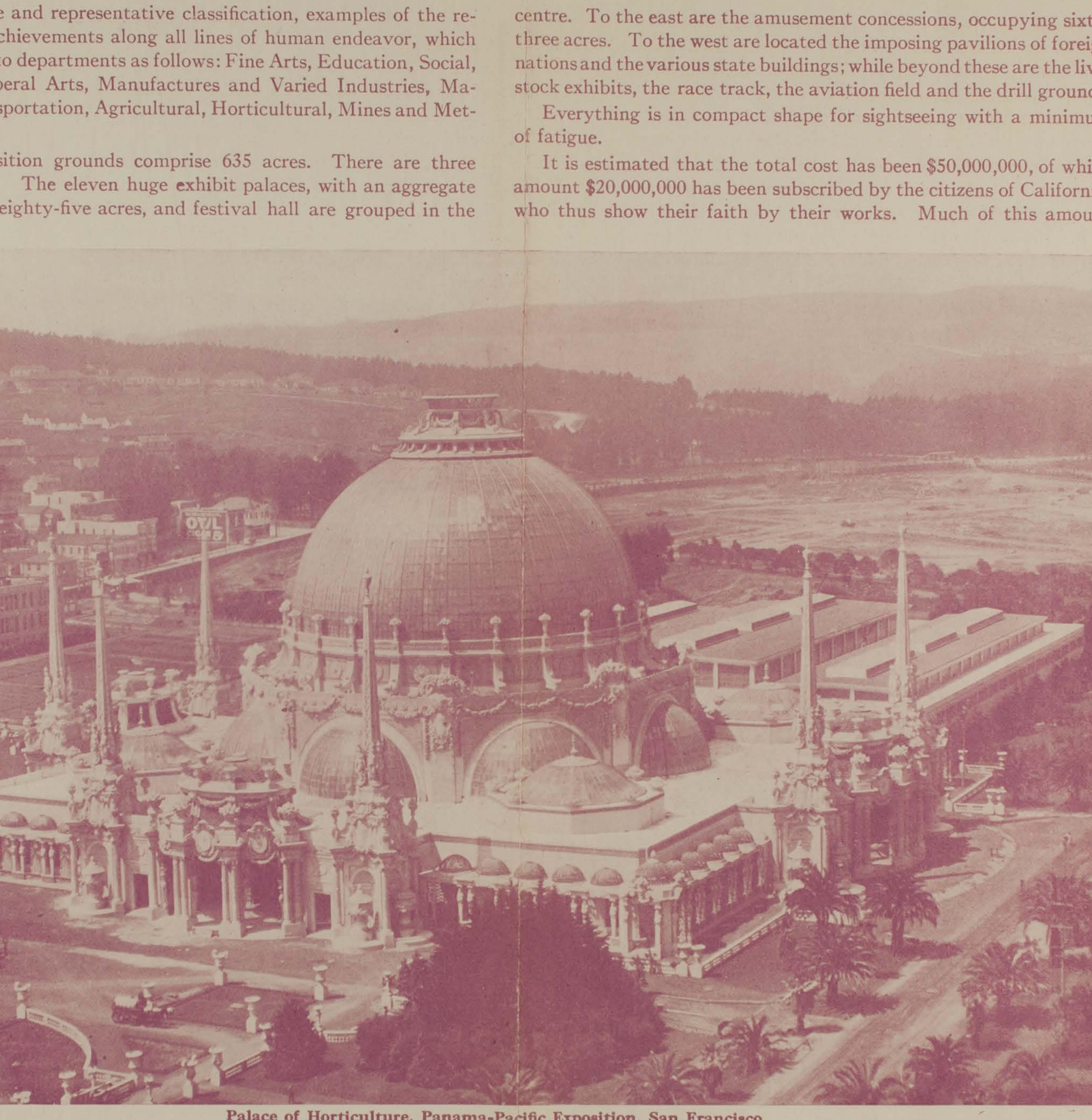
A berth in the Pullman Tourist Car costs much less (about one-half) than in a Standard Sleeping Car. Each berth accommodates two persons without extra sleeper charge; but passengers desiring exclusive use of a berth can obtain it for the price named.

Giant Geyser, Yellowstone Park
Haynes, Photo, St. PaulLooking South in the "Court of Palms," Palace of Education on the right, the dome of the Palace of Horticulture in the background
Panama-Pacific Exposition, San Francisco

All this is in the very heart of the best residential district of San Francisco and within fifteen minutes' street car ride from the City Hall.

The site adapts itself to the carrying out of wonderful aquatic displays. Carnivals, manoeuvres by the fleets of all nations, international yacht racing, motor boat racing, exhibitions by submarines and hydroplanes, all can be indulged in in the immediate foreground of the Exposition palaces.

The main exhibit palaces, eleven in number, contain, under a



Palace of Horticulture, Panama-Pacific Exposition, San Francisco